MBH HEATHROW LTD
LAND AT STATUS PARK
NOBEL DRIVE, HARLINGTON UB3 5EY

TRANSPORT STATEMENT

JUNE 2024

MBH HEATHROW LTD
LAND AT STATUS PARK
NOBEL DRIVE, HARLINGTON UB3 5EY

TRANSPORT STATEMENT

JUNE 2024

Report Reference:	**CBStatusPark2.1**
Project Code:	**CBStatusPark2.1**
Prepared by:	**CC/JG**
Approved by:	**JG**
Issue Date:	**June 2024**
Status:	**FINAL**

Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Telephone 01483 750508 Fax 01483 750437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

MBH Heathrow Ltd
Land at Status Park
Nobel Drive, Harlington UB3 5EY
Transport Statement

List of Contents

Sections

Figures

Tables

Appendices

1 Introduction

1.1 This Transport Statement (TS) Report has been prepared by Mayer Brown Ltd on behalf of MBH Heathrow Limited in respect of the proposed development of 51 residential units within land at Status Park. The site has historically operated as a car park associated with the Vista Court building (Building 2) of Status Park, Nobel Drive, Harlington, in the London Borough of Hillingdon (LBH)('the site').

1.2 The site currently constitutes a carpark associated with Building 2 (Vista Court). The proposals comprise 51 residential units with associated parking and landscaping.

1.3 The local planning and highway authority is the London Borough of Hillingdon (LBH). The site in context of its immediate surroundings is provided at Figure 1.1:

Figure 1.1: Local Context of Site

1.4 The existing site plan is provided at Figure 1.2:

Figure 1.2: Existing Site Plan (Source: Osel Architects)

1.5 The wider Status Park site and associated parking and landscaping areas is denoted within the above red line boundary plan.

Planning History

1.6 The site was granted consent in April 2020 (following a December 2018 submission) under application reference 74423/APP/2018/4437 for the following:

"Redevelopment of the existing car park to provide a 6-storey building comprising 140-room hotel (Use Class C1) including the reconfiguring of car parking spaces across the site to secure 1:1 parking for the residential buildings (Buildings 2, 3 and 4), associated access, car parking and hard and soft landscaping."

1.7 The development proposals sought to construct a new 140-bedroom hotel over 6 storeys, in addition to ground floor parking, communal areas, reception, and hotel restaurant facilities within the existing car park.

1.8 Building 2 was granted prior approval for the change of use from office to residential in August 2017. The change of use will provide a total of 46 self-contained residential units (6 x studio flats, 38 x one bed flats, and 2 x two bed flats) with associated car parking, cycle parking and refuse storage.

1.9 The applicant is also in control of Buildings 3 and 4 Status Park and associated parking and landscaped area. Both Buildings 3 and 4 have extant planning permission for the change of use from office to residential.

1.10 Building 3 was granted prior approval for the change of use from office to residential in April 2017. The change of use will provide a total of 36 self-contained flats (4 x studios, 29 x 1 bed, and 3 x 2 bed units) with provision for recycling and refuse storage and associated parking (planning reference: 69183/APP/2017/1363).

1.11 Building 4 was granted prior approval for the change of use from office to residential in April 2017. The change of use will provide 45 self-contained flats (38 x 1 bed and 7 x 2-bed units) with provision for recycling and refuse storage and associated parking (planning reference: 46616/APP/2017/1362).

1.12 An application (Ref: 74423/APP/2023/755) was submitted at the site on the 11th of April 2023 for a development comprising a new residential building together with associated landscaping and car parking within Status Park, and including the reconfiguration of the Vista Court, Atlantico House and Peninsula House residential car parks on Nobel Drive. The proposed building comprised 67 residential units made up of 27 x 1-bedroom properties, 23 x2 bedroom properties and 17 x 3-bedroom properties. The development also included 2 x children's play spaces. This application was refused, however there were no highways reasons for refusal.

Pre-application discussions with London Borough of Hillingdon (LBH)

1.13 It is understood that following a pre-application meeting with LB Hillingdon Council (LBH) as part of the previous 2023 application, there is support for the principle of the development proposals. LBH recommended that a review of existing car parking demand associated with the adjacent office buildings is undertaken, to ascertain whether the removal of parking spaces can be implemented to allow for the increase in amenity space adjacent to the proposed residential building.

1.14 These discussions with LBH Officers indicated that subject to demonstrating that there is sufficient parking provision within the wider site to accommodate anticipated parking demand, a parking ratio of circa 0.6 spaces per residential unit may be considered acceptable.

1.15 The LBH pre-application response letter of 7th October 2022 stated:

"There is a complex history across the site in respect of car parking, however, given the existing unit mix and that of the proposed site, there is a possibility to rationalise the car parking across all 4 existing and the proposed building, (if demonstrated through parking surveys and a TA), to bring the parking levels down to circa 0.6 across all buildings within the applicants ownership.

This will require an appropriate red line boundary to cover all such land and the Council will also need to ensure that any existing leasees across the car park must be served the requisite notice (and civil matters pertaining to their rights dealt with separately) but a holistic approach across the site could deliver a better quality development and a sense of place for the future residents. As set out below, there is also a need to deliver public open space and this could be accommodated within the sites surplus car parking were to be landscaped and offered as high quality amenity space for the local community and future residents.,

In terms of cycle parking provision, based on 1 long-stay space for each studio unit, 1.5 spaces for each two-person unit and 2 spaces for all other units, the minimum residential long-stay cycle parking provision would be 117 cycle spaces. Separate, short-stay cycle parking should also be provided in accordance with London Plan standards."

1.16 The LBH Pre-application response is contained in Appendix A.

1.17 In providing a justification that the proposed level of parking provision associated with the residential units is appropriate, LBH have requested that a parking beat survey of the car parks within Status Park and local roads surrounding the site should be undertaken.

1.18 Based upon the quantum of development sought, the preparation of a TS in support of the application would be appropriate.

1.19 It is also added that the Officers Report for the previously refused application found the proposed quantum of car parking acceptable.

Report Structure

1.20 This report is structured as follows:

- Section 2 presents a review of relevant national, regional, and local transport planning policy.
- Section 3 provides a review of the site context and accessibility by public transport, walking and cycling.
- Section 4 provides a review of the baseline highway conditions in the vicinity of the site, anticipated car ownership levels, and provides an assessment of existing parking demand;
- Section 5 provides a summary of the development proposals, including access, parking provision, delivery, and servicing;
- Section 6 presents the methodology and findings of the trip generation assessment, including existing, proposed, and net change; and
- Section 7 provides a summary and conclusion of the report.

2 Policy Context

2.1 This section of the TA sets out national, regional, and local policy relevant to the proposed development scheme. Documents reviewed as part of this TA are:

- National Planning Policy Framework
- The London Plan 2021
- London Borough of Hillingdon Local Plan 2020

National Policy

National Planning Policy Framework (September 2023)

2.2 The revised National Planning Policy Framework was published on 5th September 2023 (with the latest revision dated December 2023) and sets out the government's planning policies for England and how these are expected to be applied.

2.3 In respect of Transport, Section 9 of the NPPF relates to 'Promoting sustainable transport' and 'Considering development proposals.' In particular paragraphs 108-113 state:

2.4 *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places". (NPPF 2023, Paragraph 108)

2.5 *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be*

made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making". (NPPF 2023, Paragraph 109)

2.6 *"Planning policies should:*

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area46, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy47". (NPPF 2023, Paragraph 110)

2.7 *"If setting local parking standards for residential and non-residential development, policies should take into account:*

a) the accessibility of the development;

b) the type, mix and use of development;

c) *the availability of and opportunities for public transport;*

d) *local car ownership levels; and*

e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles" (NPPF 2023, Paragraph 111)*

2.8 *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists". (NPPF 2023, Paragraph 112)*

2.9 *"Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use". (NPPF 2023, Paragraph 113)*

London Plan (March 2021)

2.10 The new London Plan was adopted in March 2021 and forms part of the Development Plan for London Boroughs.

Cycle Parking Standards

2.11 Policy T5 of the London Plan sets out minimum cycle parking requirements. Table 10.2 of the London Plan states the following:

Use Class		Long-Stay Cycle Parking	Short-Stay Cycle Parking
C3/C4	Dwellings (All)	• 1 space per studio and one person one-bedroom unit. • 1.5 spaces per two person, one-bedroom dwelling. • Two spaces per all other dwellings (long stay).	5 to 40 dwellings: 2 spaces (short stay). Thereafter: 1 space per 40 dwellings

Table 2.1: Cycle Parking Standards

2.12 Cycle parking provisions for the development will be in line with Policy T5 of the London Plan.

2.13 Cycle storage and the layout dimensions should comply with Transport for London's (TfL) London Cycling Design Standards (2014), with users expected to navigate no more than two doors.

Car Parking

2.14 London Plan Policy T6 states *that "car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport"* and that car-free developments *"should still provide disabled persons parking"*.

2.15 Table 10.3 of the London Plan indicates the following maximum vehicle parking standards for sites of PTAL 2/3 in outer London:

- One and two-bed residential units – up to 0.75 spaces/unit; and
- Three or more bed residential units – up to 1 spaces/unit.

2.16 Given the site's PTAL rating of 3 ('moderate'), a low car development is proposed in accordance with London Plan policy.

2.17 Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

"1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage."

London Borough of Hillingdon Local Plan January 2020

2.18 The LBH Local Plan was adopted in January 2020 and sets out Borough-wide planning policies, site allocations and land designations.

2.19 Policy DTM1: Managing Transport Impacts states that:

" Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) Be accessible by public transport, walking and cycling either from the catchment area that is likely to draw its employees, customers, or visitors and/or the services and facilities necessary to support the development;

ii) Maximise the safe, convenient, and inclusive accessibility to, and from within developments for pedestrians, cyclists, and public transport users;

iii) Provide equal access for all people, including inclusive access for disabled people;

iv) Adequately address delivery, servicing, and drop-off requirements; and

v) Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network."

2.20 For residential flatted accommodation, the maximum vehicle parking standards are indicated as the following:

- 3 - 4 or more bedrooms = 2 spaces per unit;
- 1 – 2 bedrooms = between 1 and 1.5 spaces per unit; and
- Studio = 1 space per 2 units.

2.21 Table 1 of the LBH Local Plan sets out the following cycle parking standards for residential developments:

- One space per studio, 1 or 2 bed unit.
- Two spaces per 3 or more bed unit.

2.22 Section 3 of this Transport Statement will demonstrate that the proposed development will be readily accessible by public transport and active travel modes. Details of the provision of cycle storage facilities will be provided in Section 5.

Summary

2.23 The proposed development accords to local, regional, and national planning policy guidance. The TS has been undertaken in compliance with the NPPF objectives and in line with the requirements set out within the London Plan and the London Borough of Hillingdon planning policies, namely:

- The potential impact of the proposed development has been assessed in terms of multi-modal trip generation, providing estimations of how many trips will be added to or removed from the local transport network
- Use of a Travel Plan will encourage the use of sustainable modes of transport and minimise the traffic impact of the development

- Public transport services have been identified for the benefit of future residents, as well as accessible destinations suitable for employment, retail, leisure etc., and consideration of future services
- Local pedestrian and cycle routes have been identified for the benefit of future residents and to encourage active travel to and from the site

3 Site Location and Accessibility

Site Description

3.1 The site is situated to the northeast of Heathrow Airport on the northern side of A4 Bath Road. The site is approximately 1.6 kilometres (km) to the east of the main access tunnel into the central terminal area of Heathrow.

3.2 Within approximately 240 metres (m) of the site are a number of bus stops, which provide services which connect to Heathrow Airport and a range of destinations including Kingston, Greenford, and Hounslow.

3.3 The PTAL zone of the site is 3, although is within a 5–6-minute walk of PTAL zone 5 (at the bus stops on Bath Road and High Street Harlington adjacent to the Best Western hotel).

3.4 This section of the report sets out the context of the site, in accordance with the local transport infrastructure and accessibility to non-car modes of transport.

Accessibility by Walking

3.5 The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot,' notes that an average walking speed of three miles per hour (5 km/hour) can be assumed. By this measure, in 15 minutes a pedestrian could walk approximately 1,250m, and in 25 minutes around 2,000m.

3.6 The Department for Transport (DfT) 'Walking and Cycling Statistics, England 2022' publication indicates that the average walk distance within England for all journey purposes is 1.12 km. A number of local amenities fall within a 1.12 km catchment of the site. It should be noted that 1.12 km represents the average distance for walk journeys. As such, some residents of the proposed development will be prepared to walk further distances.

3.7 A summary of the local amenities within a walking distance of the site is provided in Table 3.1:

Amenity	Name	Walk Distance
Bus Stops	Ibis Hotel - Bath Road	170m
	Nobel Drive - Bath Road	300m
	Oxford Avenue – Bath Road	390m
	Harlington Corner – Bath Road	450m
	Hatton Road North – Hatton Road	550m
Car Hire	Avis Car Hire – Northrop Road	1,100m

Table 3.1 – Local Amenities

3.8 Existing pedestrian access to the site is provided in the form of pedestrian footways located to both sides of the development access. There are existing crossing points provided on Nobel Drive, in addition to dropped kerbs and pedestrian refuges at the site access roundabout.

3.9 Pedestrian footways are provided along both sides of Nobel Drive and provide a pedestrian route from the site towards the footways along the A4 Bath Road. Pedestrian crossings with dropped kerbs are provided at the signalised junction of Nobel Drive with the A4 Bath Road.

3.10 Wide footways are provided to both sides of the A4 Bath Road and provide routes towards the local amenities summarised within Table 3.1.

3.11 A signal-controlled pedestrian crossing with appropriate tactile paving and dropped kerbs is provided on the A4 Bath Road at the signalised junction with Hatton Road North, approximately 340m to the west of the site.

Accessibility by Cycling

3.12 The CIHT guidance 'Cycle Friendly Infrastructure, Guidelines for Planning and Design' states that three quarters of journeys undertaken by all modes are less than five miles (8km), and that a fit person can comfortably cycle this distance. This distance corresponds to an approximate 25-minute travel time.

3.13 The National Travel Survey (NTS) 2022 indicates that the average trip length for cycle journeys in England is 3.60 miles (5.79km). It should be noted that 5.79km represents the average distance for cycle journeys and as such some residents and visitors to the proposed development would be prepared to cycle further distances.

3.14 The local amenities outlined within Table 3.1 are located within an acceptable cycle distance. Additionally, the areas of Heston, Hounslow, and Hayes Town fall within a cycle distance of the site. Hatton Cross and Hounslow West Underground Stations, provides access to the Piccadilly Line. Hayes & Harlington Station provides access to national rail services on the Great Western Mainline and to Elizabeth line (Crossrail) services. All the aforementioned stations are within a cyclable distance of the site.

3.15 London Cycle Network Route (LCNR) 32 runs along the site's southern boundary on the A4 Bath Road. LCNR32 provides a route west along the A4 Bath Road up to the junction with the A408 Nene Road, where the route connects with LCNR 89. LCNR32 provides a route east from the site running south-east towards Kingston upon Thames, via Cranford, Hounslow, Whitton, and Teddington.

3.16 LCNR32 connects with LCNR89 at the junction between the A4 Bath Road and the A408 Nene Road, approximately 1.4km to the west of the site. LCNR89 provides a route north towards Ruislip via West Drayton and Uxbridge.

3.17 LCNR32 connects with LCNR 88a at the junction between the A4 Bath Road and High Street Harlington, approximately 400m to the west of the site. LCNR88a routes north via Hayes and Yeading to Northolt Park, where it connects with LCNR88.

3.18 LCNR88 connects with LCNR32 approximately 1.8km to the east of the site, at the junction between the A4 Bath Road and the A312 The Parkway. LCNR88 routes north via Northolt, Northolt Park, Wealdstone, and Belmont, to Edgware. The local cycle routes are indicated in Figure 3.1.

Figure 3.1: Local Cycle Routes

Public Transport Accessibility

3.19 The Public Transport Accessibility Level (PTAL) methodology has been adopted by the Greater London Authority (GLA) and TfL as a means of quantifying and comparing accessibility by public transport for a given site. It considers the time taken to access the public transport network, including:

- The walk time to various public transport services;
- The average waiting time for each service; and,
- The reliability of each service.

3.20 The methodology is based on a walking speed of 4.8km/h and considers Underground and rail stations within a 12-minute walk (960m) and bus stops within an 8-minute walk (640m), with the PTAL assessment being undertaken using the AM peak hour operating patterns of existing public transport services.

3.21 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an accessibility index (AI) value for each service accessible from the site. The sum of the AI's for each mode are then aggregated to provide a single measure of accessibility.

3.22 The total AI value is then compared against the PTAL bands given in Table 3.2. A summary of the assessment is provided in Appendix B:

PTAL Score	Range of Index (AI)	Description
1a	0.01-2.50	Very Poor
1b	2.51-5.00	Very Poor
2	5.01-10.00	Poor
3	10.01-15.00	Moderate
4	15.01-20.00	Good
5	20.01-25.00	Very Good
6a	25.01-40.00	Excellent
6b	>40.01	Excellent

Table 3.2 – PTAL Banding

3.23 In terms of the transport context, the site has very good access to public transport and that the Public Transport Accessibility Level (PTAL) rating for site is 3, which TfL would class as 'moderate'. The site is well positioned for access to a total of ten bus services variety of public transport services, including seven very high frequency (6ph or greater) bus routes.

3.24 Based on the TfL PTAL calculator, the site has a PTAL AI of 13.69, which equates to a 'Moderate' public transport accessibility level of 3.

Accessibility by Bus

3.25 Regular bus services are available along the A4 Bath Road, with the nearest bus stops being Nobel Drive (Stop F), a 300m walk distance from the site, and Oxford Avenue (Stop H), a 390m walk distance from the site. Buses serving these stops include 81, 105, 111, 222, H98 and N9.

3.26 Further bus services are accessible from the Harlington Corner stop, a 450m walk distance, and the Hatton Road North bus stop, a 550m walk distance. Bus services from Harlington Corner include those of Oxford Avenue and additionally, 90, 278, 285, 423, 555, 556, H98, N9, N140 an SL9. Buses from Hatton Road North include 285, 423, 555 and 556. The local bus services are summarised in Table 3.3:

Service	Route	Average Bus Frequency		
		Mon-Fri	Sat	Sun
81	Slough Town Centre – Hounslow	Every 12 minutes	-	-
90	Northolt - Hayes - Feltham	Every 10 minutes	Every 10 minutes	Every 15 minutes
105	Heathrow Central Bus Station – Greenford Station	Every 11 minutes	Every 12 minutes	Every 12 minutes
111	Heathrow Central Bus Station – Kingston	Every 9 minutes	Every 10 minutes	Every 11 minutes
140	Hayes & Harlington Station - Yeading - Northolt - South Harrow - Roxeth - Harrow - Wealdstone - Harrow Weald, Bus Garage	Every 7 minutes	Every 9 minutes	Every 12 minutes
222	Uxbridge - West Drayton - Hounslow	Every 8 minutes	Every 10 minutes	Every 12 minutes
278	Heathrow Central Bus Station – Ruislip	Every 13 minutes	Every 15 minutes	Every 20 minutes
285	Heathrow Central Bus Station – Kingston	Every 11 minutes	Every 11 minutes	Every 11 minutes
423	Hounslow Bus Station – Heathrow Terminal 5	Every 20 minutes	Every 20 minutes	Every 30 minutes
555, 556	Heathrow - Chertsey	Every hour	Every hour	Every hour
N9	Aldwych / Somerset House - Heathrow Terminal 5	Night service only - 3ph both directions		
H98	Hounslow - Hayes - Hayes End	Every 8 minutes	Every 10 minutes	Every 15 minutes
SL9	Heathrow Central Bus Station – Harrow Bus Station	Every 14 minutes	Every 15 minutes	Every 15 minutes
X26	West Croydon - East Croydon - Sutton - Hatton Cross - Heathrow Central	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.3 – Summary of Bus Services

Accessibility by Rail

Heathrow Terminal 2 & 3 Station

3.27 The Heathrow Terminal 2 & 3 Station is located approximately 2.0km to the south-west of the site. The station is not accessible to pedestrians and cyclists, due to the need to negotiate the main access route to Heathrow Airport, however bus routes 105, 111,140, and 285 provide services to Terminals 2 and 3 from the site.

3.28 Services from Heathrow Terminal 2 & 3 Station are operated by Heathrow Express, TfL Rail and Elizabeth Line services.

Hayes and Harlington Station

3.29 Hayes and Harlington Station is located approximately 3.4km to the north of the site and lies within a reasonable cycle distance of the site. Hayes and Harlington Station can also be accessed by bus from the site, using bus routes H98, 140 and 90. The three bus services provide a combined frequency of 22 buses per hour towards Hayes and Harlington Station during the peak hours.

3.30 Hayes and Harlington Station operates on the Great Western Mainline, providing access to national rails services operated by Great Western Railway, TfL Rail and Elizabeth Line services. Services from Hayes and Harlington Station serve destinations including London Paddington, Heathrow Terminal 4, Reading and Didcot Parkway.

3.31 Rail services can be accessed from the site via bus and cycle. Rail services from Hayes & Harlington Station offer up to five westbound services per hour, two services towards Heathrow Airport an hour and up to eight services per hour towards London Paddington.

3.32 Elizabeth Line services operate at a frequency of up to 9 services per hour from Hayes & Harlington and 4 services per hour from Heathrow Terminals 2 & 3.

3.33 It can therefore be concluded that the site is accessible by rail.

Census Journey to Work Analysis

3.34 2011 Census data for the lower layer super output area which includes the proposed site (Hillingdon 032) has been utilised to demonstrate the existing modal split of the residential population of the area for journeys to and from work, utilising the Method of Travel to Work for the residential population (dataset E02000525). A comparison of recently issued 2021 census journey to work datasets indicates relatively little change in travel habits. The comparison indicates a small reduction in trips by car, with a minor increase in cycle trips and a small reduction in trips by rail and underground services.

3.35 The resulting modal split for travel to work is detailed in Table 3.4.

Mode of Travel	Hillingdon 032 2011 Census Data	Hillingdon 032 2021 Census Data
Car or Van Driver	43.8%	43.2%
Car or Van Passenger	2.9%	3.3%
Walking	6%	5.9%
Cycling	1%	1.5%
Bus	34.6%	33.9%
Rail	4.5%	3.7%
Underground, Light Rail or Tram	5.8%	4.9%
Motorcycle	0.8%	0.7%
Taxi	0.2%	0.6%
Other	0.5%	2.2%

Table 3.4: Modal Split for Travel to Work (Residential Population)

3.36 The modal split for journeys to work reflects the high accessibility of the site by bus services, with almost 34% of journeys to work made by bus. Rail and underground travel represents a further 8.6% of journeys with active travel modes accounting for approximately 7.4% of journeys made.

Summary

3.37 The site has good access to pedestrian and cycle routes, providing access to local amenities and services within Harlington and nearby Cranford.

The site is easily accessible by non-car modes, with a number of high frequency bus services providing connections to a range of LUL, National Rail, TfL Rail and Elizabeth Line services.

4 Local Highway Network

The Site

4.1 The site is located within Status Park, Nobel Drive, Harlington in Hayes, within the London Borough of Hillingdon. The site is situated to the north of The A4 Bath Road and accessed via Nobel Drive. Status Park is located directly northeast of Heathrow Airport.

4.2 The site is bounded by existing developments to the north, Nobel Drive to the east, and the A4 Bath Road to the south. The site is bounded to the west by the Ibis London Heathrow Airport hotel.

4.3 The application site comprises the car park area adjacent to Building 2 of Status Park, which previously operated as parking associated with the historic office use. The car park has a capacity for approximately 83 vehicles including two disabled bays, as identified during the parking street surveys undertaken across the 4th and 5th June 2024. The wider Status Park site (comprising four carparks) provides an existing total of 245 car park spaces.

4.4 Status Park is situated approximately 3km to the south of the M4 (junction 4), which provides access to the strategic highway network in accessing the M25 and surrounding motorway links. The A4 Bath Road is well serviced by local buses which provide access into the Heathrow terminals and surrounding areas, including nearby rail and underground stations.

Existing Site Access

4.5 Building 2 of Status Park is directly accessed by a shared private road from the roundabout on Nobel Drive. The private road currently serves both Buildings 2 and 3 of Status Park.

4.6 The shared private access road splits, providing access to two individual car parks associated with Buildings 2 and 3, respectively.

4.7 A pedestrian crossing is provided on the site access arm of the Nobel Drive roundabout, in the form of dropped kerbs. No tactile paving is provided at the crossing point.

Local Highway Network

Nobel Drive

4.8 Nobel Drive is a two-way, single carriageway road, subject to a 30mph speed limit. Nobel Drive forms the main access route to a small area of commercial development and a small number of residential properties, located to the north of the A4 Bath Road. Good quality pedestrian footways measuring approximately 2m in width are provided to each side of the carriageway. Street lighting is also provided.

4.9 Nobel Drive forms a loop road; connecting with the A4 Bath Road at both its south-western and south-eastern extents.

4.10 Parking along the length of Nobel Drive is restricted on both sides through the presence of double yellow lines, except for parking bays located adjacent to the residential development on David Close and Caroline Place and Pay and Display parking bays located on the western section, adjacent to the Airport Bowl site.

4.11 Nobel Drive falls within the LBH controlled parking zone (CPZ) H1. Parking within the CPZ H1 is restricted to permit holders only, or where indicated on street for pay and display parking. The CPZ H1 operates between the hours of 9am – 5pm, Monday to Saturday.

4.12 Pay and display parking within the CPZ H1 costs 60p per 20 minutes, up to a maximum stay of two hours in the vicinity of Caroline Place and David Close.

4.13 The on-street parking bays located on Nobel Drive, adjacent to the residential development at Caroline Place, fall within the CPZ H1 and as such parking is restricted to permit holders only between the hours of the CPZ operation. In addition, pay and display parking is permitted within these bays during the hours of operation of the CPZ. No return within one hour is permitted from the pay and display parking.

4.14 The on-street parking bays located adjacent to the Airport Bowl site are permit holder, Pay and Display and business permit holder bays. Pay and Display parking is permitted for a maximum stay of eight hours.

4.15 Loading in the vicinity of the site is restricted by the presence of double yellow bar marks. This indicates that loading from Nobel Drive is prohibited at all times.

4.16 Vehicular access along Nobel Drive is restricted by a weight limit. The restrictions only allow access to vehicles over 18T in weight between the following hours (unless the vehicle has a permit):

- Monday to Friday. Midnight-7am, 9pm-Midnight
- Saturday. Midnight-7am, 1pm-Midnight
- Sunday. At any time.

4.17 A bus stand is located to the south of the of the site access roundabout, on the eastern side of the Nobel Drive carriageway.

Nobel Drive/A4 Bath Road Junctions

South-Western Junction

4.18 The south-western junction with the A4 Bath Road is provided in the form of a priority-controlled junction, with a left-in and left-out only arrangement. A pedestrian crossing over the junction, for pedestrians using the footway along the A4 Bath Road, is provided in the form of dropped kerbs and a pedestrian refuge. No tactile paving is provided at the crossing.

South-Eastern Junction

4.19 The south-eastern junction with the A4 Bath Road is provided in the form of a signal-controlled junction. The junction is provided with dedicated left and right turn lanes into Nobel Drive from the A4 Bath Road. The Nobel Drive arm of the junction is provided with a single lane for all movements.

4.20 The right turn lane from the A4 Bath Road facilitates vehicles approaching the site from the east. The right turn lane has capacity for approximately seven vehicles and acts to prevent the A4 Bath Road becoming obstructed by vehicles queuing to turn right into Nobel Drive. The right turn movement appears within two separate stages, with the right turn movement giving way to eastbound traffic on the A4 Bath Road in one stage and in the second stage the right turn movement is provided with its own indicative green arrow to allow unopposed right turn movements.

4.21 A short, left turn slip is provided at the Nobel Drive / A4 Bath Road junction for vehicles approaching the site from the west. The slip road is signal controlled, but is also provided with give-way markings, indicating that left turners must give way to vehicles turning right from the A4 Bath Road.

4.22 Pedestrian crossings are provided on the Nobel Drive and western A4 Bath Road arms of the junction.

A4 Bath Road

4.23 The A4 Bath Road is a major route which borders Heathrow Airport to the north and is part of the Transport for London Road Network (TLRN). The A4 Bath Road is a dual carriageway, two-way road subject to a 40mph speed limit. Bath Road is well served by bus services and is a key access route through the area.

4.24 The westbound carriageway is provided with a single general traffic lane and a permanent bus lane, and the eastbound carriageway is provided with two general traffic lanes. The carriageways are divided by a physical central reserve.

4.25 The dedicated westbound bus lane on the A4 Bath Road runs from the junction of the Premier Inn Heathrow Airport hotel to the east of the site, up to the junction with Hatton Road North to the west of the site.

4.26 Bath Road forms a number of junctions with roads which provide access to airport car hire sites, the Airport Fire Brigade building and other airport related facilities to the south and roads leading to housing, hotels, and commercial uses to the north side of the road.

4.27 Footways are provided to both sides of the A4 Bath Road in the vicinity of the site. Both footways are provided in the form of shared pedestrian and cycle footways, providing an off-carriageway cycle route along the A4 Bath Road.

Car Ownership Review

4.28 A review of the 2011 and recently issued 2021 Census car ownership data has been undertaken for the output area E02000525: Hillingdon 032, to which the site is situated. A plan indicating the extent of the output area relative to the site is provided in Figure 4.1:

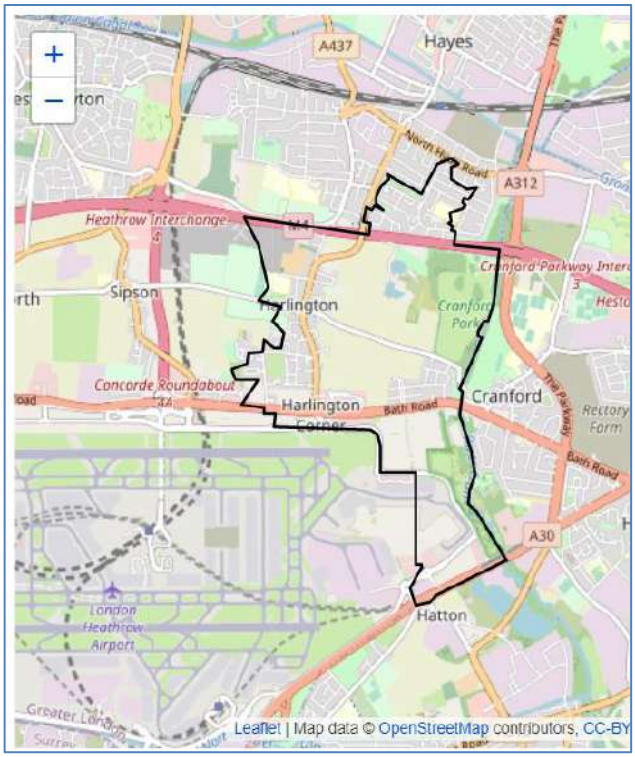


Figure 4.1: Location Plan of Output Area E01002443:032

4.29 A review of car ownership by all households within the selected middle output area indicates an average car ownership level of 0.97 cars/dwelling in 2011 and 1.0 cars/dwelling in 2021. This analysis demonstrates that car ownership levels are generally unchanged over the 10-year period when all property and tenure types are considered. The limited available 2021 census data has not permitted a further analysis of car ownership by tenure and accommodation type.

4.30 A summary of the local car ownership level by accommodation type derived from Census 2011 data is presented within Table 4.1 for households resident in a flat, maisonette or apartment. The super output area E02000525 : Hillingdon 032, was selected which is comprised of 35% flats. The car ownership data is in Appendix C:

Household Vehicle Ownership	Total Number of Cars	Car Ownership %
All categories: Car or van availability	1,039	
No cars or vans in household	403	39%
1 car or van in household	532	51%
2 or more cars or vans in household	104	10%
Average vehicles per household	**0.71**	

Table 4.1: Car Ownership Data by Accommodation Type

4.31 The 2011 Census car ownership figures presented in Table 4.1 indicates an average car ownership level of 0.71 vehicles per household (740 vehicles per 1,039 households) for households residing in flatted accommodation. This level of average parking ratio reflects the travel and car ownership characteristics of flatted accommodation by all tenure types and can therefore be considered robust.

4.32 It is understood that 100% of the residential units associated with buildings 2, 3 and 4 Status Park are occupied, with the majority of flats rented to tenants. As such, a further review of car ownership by tenure type has been undertaken. The results are presented within Table 4.2:

Household Vehicle Ownership	Owned or shared ownership (part owned and part rented)	Car Ownership %	Social rented	Car Ownership %	Private rented or living rent free	Car Ownership %
All categories: Car or van availability	1,552		602		988	
No cars or vans in household	275	18%	266	44%	414	42%
1 car or van in household	792	51%	283	47%	465	47%
2 or more cars or vans in household	485	31%	53	9%	109	11%
Average vehicles per household	**1.14**		**0.65**		**0.69**	

Table 4.2: Car Ownership Data by Tenure Type

4.33 The 2011 Census car ownership figures presented in Table 4.2 indicates an average car ownership level of 0.65 vehicles per household for residents of social rented accommodation and 0.69 vehicles for residents of private rented accommodation. The 2011 Census statistics for car ownership by tenure type represents all accommodation types. As such, it would therefore be reasonable to infer that typical car ownership levels for households both renting and residing in flatted accommodation would be even lower than those indicated within Tables 4.1 and 4.2.

Existing Parking Demand Assessment

4.34 In addition to the parking available within Status Park, Nobel Drive operates within the LBH controlled parking zone (CPZ) H1. Parking within the CPZ H1 is restricted to permit holders only, or where indicated on street for pay and display parking. The CPZ H1 operates between the hours of 9am – 5pm, Monday to Saturday.

4.35 Following pre-application discussions, LBH requested that a parking demand survey be undertaken to ascertain the existing level of parking stress.

4.36 Parking beat surveys were conducted overnight within 200m of the site on Wednesday 4th June 2025 at 00:30 and Thursday 5th June 2024 at 00:45 in accordance with the London Borough of Lambeth parking survey methodology.

4.37 All parking spaces located within the boundary of the blue line (refer to Figure 1.2) were included within the survey, along with the full extent of Nobel Drive, to both entrance and exit points to A4 Bath Road.

4.38 Both David Close & Caroline Place were excluded from the survey due to the 200m extent and that both are private streets. The full survey data results are in Appendix D.

4.39 The survey results have been presented based upon four distinct car parks within Status Park and along Nobel Way as presented within Figure 4.2:

Figure 4.2: Extent of Parking Beat Survey

4.40 Figures 4.3 and 4.4 illustrate these results with a car icon identifying where a parking space is occupied:

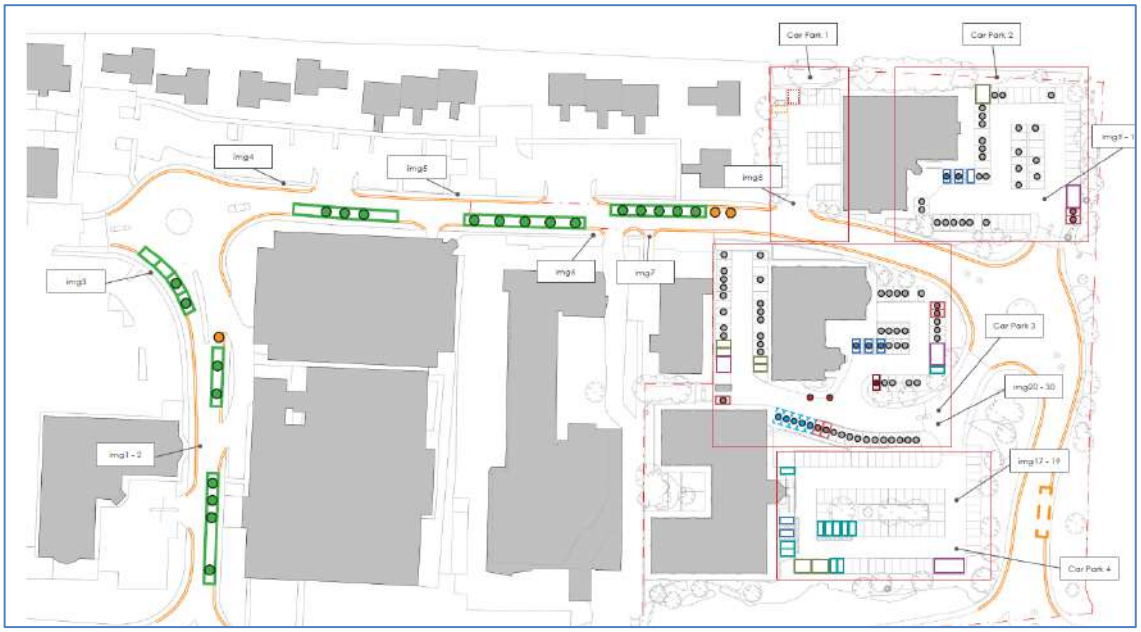


Figure 4.3: Parking Beat Survey Results – Wednesday 4th June 2024

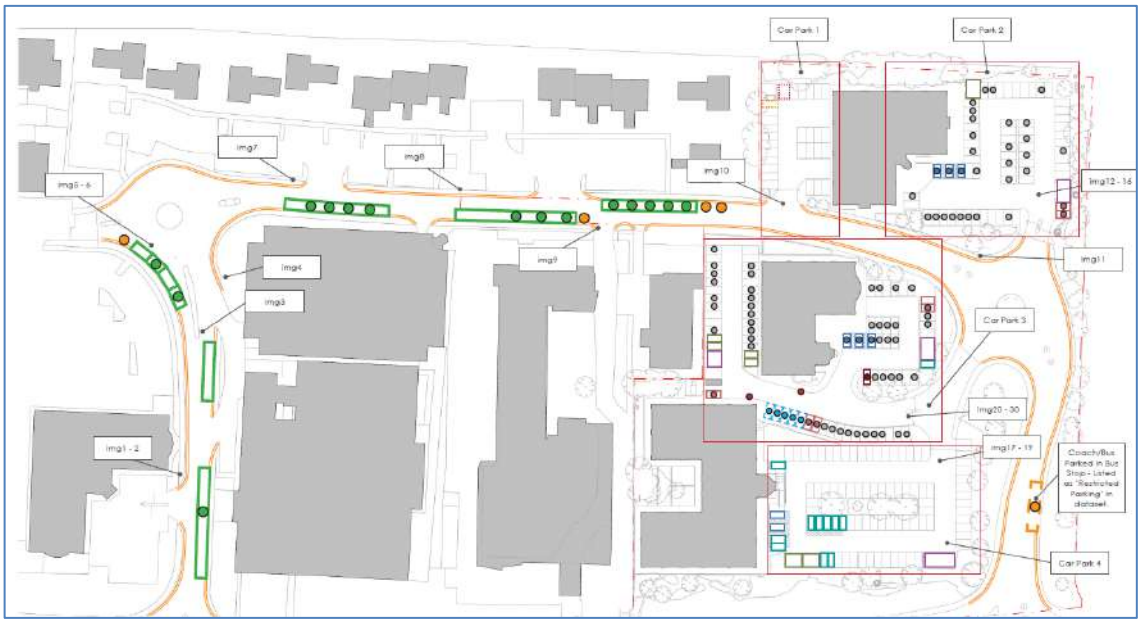


Figure 4.4: Parking Beat Survey Results – Thursday 5th June 2024

4.41 It was noted that due to the level of parking demand, car parks 1 and 4 were closed off and were not available to residents for parking vehicles. It should also be noted that the availability of parking on Nobel Drive is restricted to those residents that have obtained parking permits related to CPZ H1.

4.42 Based on the limited parking demand, the convenience of parking adjacent to the respective Status Park buildings, and the cost implications of obtaining a parking permit, those vehicles parked on Nobel Drive are not considered to be associated with the residents and visitors to Buildings 2, 3 and 4 of Status Park.

4.43 Table 4.3 shows the results of the parking surveys within the four Status Park car parks and the observed on-street parking demand for permit bays across the two overnight surveys:

Road/Car Park Name	Wednesday 4th June 2024			
	Capacity	Occupied	Spare Capacity	Parking Stress
Car Park 1	26	0	26	0.0%
Car Park 2	64	30	34	46.9%
Car Park 3	72	62	10	86.1%
Car Park 4	83	0	83	0.0%
Nobel Drive	29	24	5	82.8%
Total (Excluding Nobel Drive)	**245**	**92**	**153**	**37.6%**
Total (Excluding Car Parks 1 and 4 and Nobel Drive)	**136**	**92**	**44**	**67.6%**
Road/Car Park Name	**Thursday 5th June 2024**			
Car Park 1	26	0	26	0.0%
Car Park 2	64	32	32	50.0%
Car Park 3	72	60	12	83.3%
Car Park 4	83	0	83	0.0%
Nobel Drive	29	20	9	70.0%
Total (Excluding Nobel Drive)	**245**	**92**	**153**	**37.6%**
Total (Excluding Car Parks 1 and 4)	**136**	**92**	**44**	**67.6%**

Table 4.3: Average Car Parking Demand Within 200m of Site – Residents Permit Bays

4.44 The parking surveys show that of the four Status Park car parks, only car parks 2 and 3 are currently in use. Car park 4 comprises the application site and is not available for use by the residents of Buildings 2, 3 and 4.

4.45 The on-street parking surveys demonstrate that there is some residual spare capacity along Nobel Drive with 5 and 9 spaces unoccupied respectively across each surveyed evening.

4.46 The on-site parking survey results indicate that car park 3 is the most well used with a typical occupancy of 83-86% occupancy across the two evenings. Car park 3 is centrally located and provides the most convenient access for residents of the 82 residential units that comprise Buildings 2 and 3. Parking occupancy within car park 2 was observed at 47% and 50% over the two evenings, respectively. The operational car parks 2 and 3 (excluding available parking on Nobel Drive) were observed to record parking occupancy levels of up to 67.6% across the two surveyed evenings.

4.47 In the context of the total available parking spaces (assuming car parks 1 and 4 were in operation) including the on-street parking provision on Nobel Drive, the level of parking occupancy would reduce to between 37.6% across the two surveyed evenings.

4.48 It is understood that the existing Status Park site predominantly serves airport staff which include pilots and cabin crew; many of which do not own cars which is reflective of the observed parking occupancy levels.

4.49 As neither car park reached full occupancy, it would not be unreasonable to assume that vehicles observed to be parked on-street along Nobel Drive are associated with residents and visitors to Circa apartments, Caroline Place, and David Close. The logic being that residents and visitors would utilise the dedicated on-site Status Park car park spaces first, before being required to park their vehicles along Nobel Drive; particularly as to do so would require obtaining a parking permit from LBH.

4.50 On this basis, the 92 parked vehicles within car parks 2 and 3 associated on both evenings surveyed with the 127 residential units of Status Park would indicate an existing car ownership ratio of 0.72 vehicles per unit.

Summary

4.51 The site is located within Status Park, Nobel Drive, Harlington in Hayes, within the London Borough of Hillingdon. The site is situated to the north of The A4 Bath Road and accessed via Nobel Drive.

4.52 Nobel Drive is a two-way, single carriageway road, subject to a 30mph speed limit. Good quality pedestrian footways measuring approximately 2m in width are provided to each side of the carriageway. Street lighting is also provided.

4.53 Nobel Drive falls within the LBH controlled parking zone (CPZ) H1. Parking within the CPZ H1 is restricted to permit holders only which operates between the hours of 9am – 5pm, Monday to Saturday.

4.54 There are shared pedestrian and cycle footways present to both sides of the A4 Bath Road in the vicinity of the site, providing an off-carriageway cycle route along the A4 Bath Road.

4.55 A review of 2011 Census car ownership data within the output area to which the site is located indicates an average ratio of 0.71 cars per household for flatted accommodation. A further review of car ownership by tenure type indicated an average car ownership level of 0.65 vehicles per household for residents of social rented accommodation and 0.69 vehicles for residents of private rented accommodation.

4.56 As such, it would therefore be reasonable to infer that typical car ownership levels for households both renting and residing in flatted accommodation would be lower than the 0.71 to 0.65 vehicles per household recorded.

4.57 Parking beat surveys were conducted overnight within 200m of the site on Wednesday 4th June 024 at 00:30 and 5th June 2025 at 00:45 in accordance with the London Borough of Lambeth parking survey methodology.

4.58 The operational car parks 2 and 3 and on-street spaces were observed to record parking occupancy levels of up to 67.6% across the two surveyed evenings. An existing car ownership ratio of up to 0.72 vehicles per unit has been calculated based upon the existing residents of Buildings 2, 3 and 4 Status Park.

5 Development Proposals

Development Overview

5.1 The site currently constitutes a car park associated with Building 2 (Vista Court) of Status Park. Building 2 was granted prior approval for the change of use from office to residential in August 2017. The change of use has provided a total of 46 self-contained residential units.

5.2 The prior approval scheme has been implemented and all the residential units within Buildings 2, 3 and 4 are now occupied.

5.3 The proposed residential development would provide a total of 51 residential units comprising:

Floor	1-bedroom 2 person	2-bedroom 3 person	2-bedroom 4 person	3-bedroom 4 person	3-bedroom 5 person	Total
Ground	1	2	2	0	2	7
First	5	0	4	2	1	12
Second	5	0	4	2	1	12
Third	5	0	4	2	1	12
Fourth	2	3	1	1	1	8
Total	18	5	15	7	6	51

Table 5.1: Proposed Accommodation Schedule

5.4 The architect's development layout plans are contained in Appendix E.

Proposed Access Strategy

5.5 Building 2 of Status Park is directly accessed by a shared private road from the roundabout on Nobel Drive. The private road currently serves both Buildings 2 and 3 of Status Park.

5.6 The shared private access road splits, providing access to two individual car parks associated with Buildings 2 and 3, respectively.

5.7 Pedestrian access to the development would be provided from the pedestrian footway on Nobel Drive, providing access to the entrance courtyard on the southern side of the building. Further pedestrian entrance points and access to the cycle stores would be provided via the northern approach to the building.

Car Parking Provision

5.8 Table 10.3 of the London Plan indicates the following maximum vehicle parking standards for sites of PTAL 2/3 in outer London:

- One and two-bed residential units – up to 0.75 spaces/unit; and
- Three or more bed residential units – up to 1 spaces/unit.

5.9 Previous pre-application discussions held with LBH, indicated that as part of the rationalisation of the parking spaces within the wider Status Park site, a reduced parking ratio of circa 0.6 parking spaces per residential apartment would be considered acceptable. This is subject to demonstrating that this level of parking provision would be adequate to meet existing and proposed parking demand without resulting in excessive overspill onto local roads. LBH also found the level of car parking proposed as part of the refused application to be acceptable.

5.10 In addition to the provision of an average level of parking of 0.6 spaces/unit at the application site, the previous LBH pre-application response also advised the need to deliver public open space. The LBH Planning Officer has suggested that additional public open space could be accommodated within the site's surplus car parking within the wider site, which could be landscaped and offered as high-quality amenity space for the local community and future residents.

5.11 The architect's drawing E21-038/SIT100 Rev C contained within Appendix E indicates the revised parking layout in relation to the proposed development and the replacement of surplus parking with landscaping. The proposals would reduce the existing 245 parking spaces associated with car parks 1 to 4 to 146 spaces, a reduction of 99 parking spaces (40%) within the wider site.

5.12 A total of 11 parking spaces would be provided within a parking court immediately to the north of the main building within the application red line site. Of the 11 spaces, 5 no. would be designed as blue badge parking spaces, and 4 no. would be equipped with electric vehicle (EV) charging points. The remaining 7 no. spaces would be provided with passive EV provision.

5.13 Vehicle swept path analysis for a large car has been undertaken and demonstrates the suitability of the proposed car park layout. The vehicle swept path analysis is provided within Appendix F.

5.14 The LBH Local Plan Development Management Policies guidance states:

"Parking for bicycles must be located in a safe, secure, and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance. As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage."

5.15 For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013.

5.16 A total of 5 disabled parking spaces would be provided to meet the requirements of 10% accessible residential units (as per the Osel Architects ground floor layout plan).

Electric Vehicle (EV) Charging Provision

5.17 Policy T6 of the London Plan 2021 states:

"where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking."

5.18 It is proposed that 36% of the 11 proposed parking spaces would be provided with EV charging points, with the remaining 64% of spaces provided with passive infrastructure provision.

5.19 It is therefore proposed that a total of four active electric vehicle charging bays would be provided within the residential car park.

Cycle Parking Provision

5.20 The proposed development would provide a total of 122 no. cycle parking spaces in accordance with London Plan 2021 standards. A total of 108 long stay spaces would be provided within three dedicated internal cycle stores within the ground floor level of the residential building. A further 10 no. cycle parking spaces in the form of 5 secure, sheltered and lockable Sheffield stands would be provided within a separate cycle parking area adjacent to the building.

5.21 A further four short-stay cycle parking spaces in the form of 2 no. Sheffield cycle stands would be provided within the external cycle parking area.

Delivery and Servicing

5.22 In relation to waste collection, the pre-application response from LBH states:

"The council's guidance for waste collection from residential properties is that waste collection distances between the proposed bin store area and a refuse vehicle should not exceed the recommended distance of 10 metres, and carrying distances to the bin store area from each residential unit should not exceed a distance of 30 metres."

5.23 It is proposed that all deliveries and waste collections would be undertaken from the bin store collection points identified in the architect's drawing E21-038/PRP00G Rev A. Bins would be transported to the collection points on waste collection days by the Facilities Manager of the development block. Internal bins stores for both recycling and general waste would be provided at ground floor.

5.24 The service entrance, bin store and loading bay locations are illustrated on the architect's plan provided in Appendix E.

5.25 Delivery and waste collection vehicles would enter the site from the roundabout on Nobel Drive and would continue along the internal access road, before undertaking a three-point turn at the access junction to the proposed development. Vehicle swept path analysis demonstrating how a 11.2m refuse vehicle is provided in drawing TK11. Drawing TK12 demonstrates the ability for a fire tender to gain access to the main entrance of the building as required. It is anticipated that delivery vehicles would also undertake the same vehicle tracking manoeuvre. Drawing TK13 demonstrates the ability for a medium sized car to access the parking spaces within the car park courtyard.

5.26 All of the vehicle tracking drawings are included at Appendix F.

Proposed Sustainable Travel Measures

5.27 The Mayor's Transport Strategy (March 2018) sets a target for 80 per cent of all journeys to be made on foot, by cycle or using public transport by 2041. The proposed low level of parking proposed at the development car-free development will therefore contribute towards achieving the Mayor's Transport Strategy as well as contributing towards the mayor's objectives set out in the Healthy Streets Approach.

5.28 The site is located in an area that is permeable to pedestrian and cycle movement with good pedestrian and cycle infrastructure that connect the site to the wider highway network.

5.29 The site has very good access to public transport with a PTAL rating of 3 ‘moderate’. The site benefits from access to a total of 13 high frequency bus services providing connections to a range of LUL, National Rail, TfL Rail and Elizabeth Line services.

5.30 Long stay and short stay cycle parking will be provided in accordance with London Plan minimum standards. The development proposals will also reduce the amount of parking associated with the wider Status Park site in providing as high-quality landscaped amenity space to be enjoyed by the local community and future residents.

Summary

5.31 The development proposals would comprise of a total of 51 no. residential units of which 7 no. would be designed as wheelchair compatible units. The units would comprise:

- 18 x one bed two person units;
- 5 x two-bedroom three person units
- 15 x two-bedroom four person units
- 7 x three-bedroom four person units
- 6 x three-bedroom five person units

5.32 The proposed development would provide a total of 118 no. long stay cycle parking spaces in accordance with London Plan 2021 standards. A further four short-stay cycle parking spaces in the form of a Sheffield cycle stand would be provided within the curtilage of the site.

6 Trip Generation

6.1 When considering the highways and transportation impact of any development, it is often important to assess the trip generation potential associated with any existing or former permitted use.

6.2 In order to calculate the anticipated net trip generation for the development site, a review of the development trips associated with the consented hotel development has been undertaken, comparing these trips with those associated with the proposed residential use of the application site.

6.3 To adopt a consistent and robust approach to assessing the anticipated level of trip generation, the residential trip rates associated with the applications granted consent under Prior Approval for Buildings 2, 3 and 4 of Status Park (planning application reference: 72408/APP/2017/3021) has been applied.

6.4 Similarly, in deriving the trip rates and anticipated trip generation for the extant hotel use, the trip rates associated with the consented hotel development (planning application reference: 74423/APP/2018/4437) has been applied.

Extant Consent Trip Generation (140-Bed Hotel)

6.5 The trips rates applied in relation to the extant permitted hotel use, were rates associated with the consented Heathrow Point West, at 234 Bath Road.

6.6 The Heathrow Point West scheme was considered to constitute a similar development to the Status Park hotel, consisting of 109 bedrooms and located approximately 1.0km to the west of the site.

6.7 The trip rates associated with the Heathrow Point West scheme are summarised in Table 6.1:

Mode	Time Period	Arrivals		Departures		Two-way	
		Trip Rates	Trips	Trip Rates	Trips	Trip Rates	Trips
Vehicle	08:00-09:00	0.057	8	0.103	14	0.16	22
	17:00-18:00	0.046	6	0.05	7	0.096	13
	Daily	0.659	92	0.742	104	1.401	196
Person	08:00-09:00	0.127	18	0.239	56	0.366	74
	17:00-18:00	0.221	31	0.199	28	0.42	59
	Daily	2.092	293	2.706	379	4.798	672

Table 6.1: Hotel Trip Generation - Heathrow Point West (Planning reference: 41331/APP/2016/1035)

6.8 The consented 140-bedroom hotel scheme results in a total of 22 two-way vehicular trips in the traditional AM peak hour (08:00-09:00), 13 two-way vehicular trips in the traditional PM peak hour (17:00-18:00) and 196 two-way vehicular trips over the course of a day.

6.9 Over the course of a day, a two-way total of 672 person trips to / from the development are predicted; 293 arrivals and 379 departures.

Proposed Trip Generation (51 Residential Apartments)

6.10 The trips rates applied in relation to the proposed residential use, were rates associated with the Prior Approval applications for the change of use from office to residential within Buildings 2, 3 and 4 of Status Park.

6.11 The residential trip rates associated with the proposed 51 residential apartments scheme are summarised in Table 6.2:

Mode	Time Period	Arrivals		Departures		Two-way	
		Trip Rates	Trips	Trip Rates	Trips	Trip Rates	Trips
Vehicle	08:00-09:00	0.049	2	0.166	8	0.2015	10
	17:00-18:00	0.119	6	0.056	3	0.175	9
	Daily	0.801	41	0.841	43	1.642	84
Person	08:00-09:00	0.128	7	0.627	32	0.755	39
	17:00-18:00	0.373	19	0.17	9	0.543	28
	Daily	2.484	127	2.704	138	5.188	265

Table 6.2: Residential Scheme – Vehicle and Person Trip Generation

6.12 The proposed 51 apartment residential scheme is anticipated to generate 10 two-way vehicular trips in the traditional AM peak hour (08:00-09:00), 9 two-way vehicular trips in the traditional PM peak hour (17:00-18:00) and 84 two-way vehicular trips over the course of a day.

6.13 Over the course of a day, a two-way total of 265 person trips to / from the development are predicted; 127 arrivals and 138 departures.

Net Trip Generation

6.14 The net impact of the proposed residential apartments when compared to the extant consent hotel use is summarised in Table 6.3:

Mode	Time Period	Arrivals	Departures	Two-way
Vehicle	08:00-09:00	-5	-6	-11
	17:00-18:00	0	-4	-4
	Daily	-51	-61	-112
Person	08:00-09:00	-11	-1	-12
	17:00-18:00	-12	-19	-31
	Daily	-166	-241	-407

Table 6.3: Residential Scheme – Net Vehicle and Person Trip Generation

6.16 The trip generation assessment indicates that the proposed development would lead to a net reduction of 11 two-way vehicle trips during the traditional weekday AM peak hour, and four fewer two-way vehicle trips during the traditional weekday PM peak hour when compared to the consented scheme.

6.17 The proposed change of use from hotel to residential is anticipated to result in a reduction of 407 two-way daily person trips to / from the development; with 166 fewer arrivals and 241 fewer departures when compared to the consented scheme. A summary of the traffic generation calculation comparison is contained in Appendix G.

Servicing Trip Generation

6.18 Servicing and delivery vehicles would travel to and from the site, utilising the turning head facility provided within the curtilage of the site. It is anticipated that no greater than one delivery or service vehicle arrival or departure would be expected within any one-hour period throughout the day.

Parking Demand Assessment - Proposed

6.19 Following the existing parking survey results as discussed in Section 4 of this report, a pro-rata increase in parking demand has been applied to determine the anticipated level of parking demand following the implementation of the proposed development.

6.20 The proposed development would increase the total number of residential units from 127 to 178 units, an increase of 51 units. This represents an uplift of 40.2% when compared to the existing number of occupied residential units within Status Park.

6.21 As such, a factor of 1.402 has been applied to the existing survey data recorded across the 4th and 5th June 20024. Additionally, the reduction in total available parking within the wider site (excluding on-street parking on Nobel Drive) has been applied. The results are presented in Table 6.4:

Road/Car Park Name	Wednesday 5th October 2022			
	Proposed Capacity	Existing Occupied & Uplifted Demand (40.2% Increase)	Spare Capacity	Parking Stress
Car Park 1	28	92 existing + 37 uplift	**17**	**88.4%**
Car Park 2	42			
Car Park 3	65			
Car Park 4	11			
Total (Excluding Nobel Drive)	**146**	**129**		
Road/Car Park Name	**Thursday 6th October 2022**			
Car Park 1	28	92 existing + 37 uplift	**17**	**88.4%**
Car Park 2	42			
Car Park 3	65			
Car Park 4	11			
Total (Excluding Nobel Drive)	**146**	**129**		

Table 6.4: Uplifted Parking demand applied and redistributed to reduce on-site parking provision

6.22 The anticipated parking demand assessment results indicate that following the occupation of the additional 51 residential units, parked vehicles would be expected. This would result in a level of parking occupancy of 88%, equating to 17 available parking spaces during periods of peak demand.

6.23 This assessment can be considered robust as parking availability has been confined to the on-site parking contained within the wider Status Park site. The existing parking occupancy results presented within Table 4.3 of this report demonstrate that there was 5 spaces and 9 spaces available along Nobel Drive on 4th June 2024 and 5th June 2024 respectively.

6.24 The total amount of parking of 146 spaces for 178 residential units equates to an average parking ratio of 0.82 spaces/unit following the development proposals and resulting net reduction of 99 parking spaces throughout the wider site.

6.25 The parking occupancy analysis demonstrates that the rationalised level of parking would be adequate to accommodate the anticipated parking demand following the implementation of the development proposals.

Summary

6.26 The proposed 51-unit residential development is anticipated to generate 39 two-way person trips in the weekday AM Peak hour (08:00-09:00) and 28 two-way person trips in the weekday PM Peak hour (17:00-18:00).

6.27 The results presented within Table 6.2 indicates that the development would give rise to 10 two-way vehicle trips in the weekday AM Peak hour, 9 two-way vehicle trips in the weekday PM Peak hour and 84 daily two-way vehicle trips.

6.28 When compared to the extant consent use for the site as a hotel, the development proposals would result in an estimated net reduction of 11 two-way vehicle trips during the traditional weekday AM peak hour, a reduction of 4 two-way vehicle trips during the traditional weekday PM peak hour and a reduction of 112 two-way vehicle trips over the course of a typical day.

6.29 The parking occupancy analysis demonstrates that the rationalised level of parking would be adequate to accommodate the anticipated parking demand following the implementation of the development proposals.

6.30 The development proposals would subsequently not result in a material impact upon the local highway network when compared to the extant consented use.

7 Summary and Conclusions

7.1 This Transport Statement (TS) Report has been prepared by Mayer Brown Ltd on behalf of MBH Heathrow Limited.

7.2 The proposed development will promote sustainable travel through the provision of suitable cycle parking and is located in a moderately high PTAL location. The TS Report has been undertaken in compliance with NPPF objectives and in line with the requirements as set out within the London Plan and LBH Local Plan.

7.3 The site currently constitutes a carpark associated with Building 2 (Vista Court) with a site area measuring approximately 0.25 hectares (0.61 acres).

7.4 The site is situated to the northeast of Heathrow Airport on the northern side of A4 Bath Road. The PTAL zone of the site is 3, although is within a 5–6-minute walk of PTAL zone 5 (at the bus stops on Bath Road and High Street Harlington adjacent to the Best Western hotel).

7.5 The site has good access to pedestrian and cycle routes, providing access to local amenities and services within Harlington and nearby Cranford. There are shared pedestrian and cycle footways present to both sides of the A4 Bath Road in the vicinity of the site, providing an off-carriageway cycle route along the A4 Bath Road.

7.6 The site is easily accessible by non-car modes, with a number of high frequency bus services providing connections to a range of LUL, National Rail, TfL Rail and Elizabeth Line services.

7.7 The site is located within Status Park, Nobel Drive, Harlington in Hayes, within the London Borough of Hillingdon. The site is situated to the north of The A4 Bath Road and accessed via Nobel Drive.

7.8 Nobel Drive is a two-way, single carriageway road, subject to a 30mph speed limit. Good quality pedestrian footways measuring approximately 2m in width are provided to each side of the carriageway. Street lighting is also provided.

7.9 Nobel Drive falls within the LBH controlled parking zone (CPZ) H1. Parking within the CPZ H1 is restricted to permit holders only which operates between the hours of 9am – 5pm, Monday to Saturday.

7.10 A review of 2011 Census car ownership data within the output area to which the site is located indicates an average ratio of 0.71 cars per household for flatted accommodation. A further review of car ownership by tenure type indicated an average car ownership level of 0.65 vehicles per household for residents of social rented accommodation and 0.69 vehicles for residents of private rented accommodation.

7.11 Parking beat surveys were conducted overnight within 200m of the site on Wednesday 4th June 2024 at 00:30 and 5th June 2024 at 00:45 in accordance with the London Borough of Lambeth parking survey methodology.

7.12 The operational car parks 2 and 3 in addition to on-street spaces (along Nobel Drive_ were observed to record parking occupancy levels of 67.6% across the two surveyed evenings. An existing car ownership ratio of up to 0.72 vehicles per unit has been calculated based upon the existing residents of Buildings 2, 3 and 4 Status Park.

7.13 In the context of the total available parking spaces (assuming car parks 1 and 4 were in operation) including the on-street parking provision on Nobel Drive, the level of parking occupancy would reduce to 37.6% across the two surveyed evenings.

7.14 The proposed residential development would comprise a total of 51 residential units comprising 19 no. one bed units, 19 no. two-bed units, and 13 no. three-bed units across ground to 4th floor.

7.15 The proposed development would provide a total of 118 no. long stay cycle parking spaces in accordance with London Plan 2021 standards. A further 4 short-stay cycle parking spaces in the form of a Sheffield cycle stand would be provided within the curtilage of the site.

7.16 Deliveries and servicing would be accommodated within the curtilage of the development site.

7.17 The proposed 51-unit residential development is anticipated to generate 39 two-way person trips in the weekday AM Peak hour (08:00-09:00) and 28 two-way person trips in the weekday PM Peak hour (17:00-18:00).

7.18 When compared to the extant consent use for the site as a hotel, the development proposals would result in an estimated net reduction of 11 two-way vehicle trips during the traditional weekday AM peak hour, a reduction of 4 two-way vehicle trips during the traditional weekday PM peak hour and a reduction of 112 two-way vehicle trips over the course of a typical day.

7.19 The parking occupancy analysis demonstrates that the rationalised level of parking would be adequate to accommodate the anticipated parking demand following the implementation of the development proposals.

7.20 The development proposals would subsequently not result in a material impact upon the local highway network when compared to the extant consent use.

7.21 This TS report has identified that the proposed development would not result in an adverse transport impact and is therefore supported by transport planning policies at a national, regional, and local level.

7.22 Considering the above and the preceding assessment, we can conclude that the development proposals are in accordance with the principles of sustainable development set out within the NPPF and are therefore fully acceptable in transport planning terms.

APPENDIX A: LBH Pre-application Response

HILLINGDON
LONDON

Chris Brady
33 Margaret Street
London
W1G 0JD

Planning Applications Team
Hillingdon Council
Civic Centre, High Street
Uxbridge UB8 1UW
Tel: 01895 250230
Case Officer: Andrew Thornley
Email: athornley@hillingdon.gov.uk
Date: 7th October 2022
Our Ref: 74423/PRC/2022/165

Dear Chris Brady

RE: Redevelopment of existing car park to provide 7 storey building comprising 69 residential units including car parking and associated landscaping.

SITE: Land At Status Park Nobel Drive Harlington

I refer to your request for pre-application planning advice dated 11th August 2022 and our subsequent meeting on the 9th September 2022 relating to the above development. Attending on behalf of the local planning authority was Andrew Thornley (Principal Planning Officer), Mandip Malhotra (Planning Manager), Mark Butler (Principal Urban Design Officer) and Alan Tilly (Transport Team Manager).

This letter will discuss the main planning issues including the principle of a residential development in this location, along with general design considerations, transport implications, impacts on neighbours and the quality of accommodation.

Plan Numbers:

Cover Letter (12-07-22) - received 27 Jul 2022

Design Statement (February 2022) - received 27 Jul 2022

E21-038/PSP000 - received 27 Jul 2022

E21-038/PRP000 - received 27 Jul 2022

E21-038/PRP001 - received 27 Jul 2022

E21-038/PRP002 - received 27 Jul 2022

E21-038/PRP003 - received 27 Jul 2022

E21-038/PRP004 - received 27 Jul 2022

E21-038/PRP005 - received 27 Jul 2022

E21-038/PRP006 - received 27 Jul 2022

E21-038/ELE001 - received 27 Jul 2022

E21-038/ELE002 - received 27 Jul 2022

E21-038/ELE003 - received 27 Jul 2022

E21-038/ELE004 - received 27 Jul 2022

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The application site forms part of the wider former business park, known as Status Park, which has been largely converted from office uses to either residential or hotel uses. Examples of this include Atlantico House (formerly Building 3), converted to residential uses (Ref: 69183/APP/2017/1363, approved on 14-06-17) and Peninsula House (formerly Building 4), also converted to residential uses (Ref: 46616/APP/2017/1362, approved on 15-06-17). Further to the north-west are Circa Apartments, also in residential use, and beyond this are the Ibis Hotel and Airport Bowl (a bowling centre), alongside houses on Nobel Drive. To the east of the application site, and to the north of Nobel Drive, is an area of Green Belt which extends northwards to the M4, which appears to mostly be farmland with some areas of public open space, whilst to the south is Bath Road (the A4), a heavily used dual carriageway.

The application site itself consists of the car park for the residential complex to the west (now known as Vista Court, formerly Building 2), a former office building converted into 46 flats under the prior approval process (Ref: 72408/APP/2017/3021, approved on 27-10-17). This permission appears to have been implemented, and Condition 1 of this permission requires 69 car parking spaces (including 7 wheelchair accessible spaces, 14 active and 14 passive electric vehicle charging points) alongside 3 motorcycle parking spaces, 48 cycle spaces and the bin store to be provided within the area proposed to be built on. It is also noted that Conditions 2 (Parking Allocation Plan), 3 (Refuse and Recycling Enclosures), 4 (Landfill Gas Survey), and 5 (Noise Mitigation Measures) all required details to be submitted and approved by the council prior to occupation, however only Condition 4 has had details approved. A later application to extend the converted building upwards by a storey for 8 additional units was approved, but never implemented (Ref: 72408/APP/2018/972, approved on 07-06-18).

Also of relevance, a previous application across the current application site was approved under reference 74423/APP/2018/4437 on 15-04-20 for a six-storey, 140-bedroom hotel, which also rationalised parking across the wider Status Park to secure 1 parking space for each new unit within Buildings 2, 3 and 4 (now Vista Court, Atlantico House and Peninsula House respectively) together with 28 hotel parking and 11 visitor parking spaces. This permission has not been implemented however is still extant (subject to conditions and obligations being discharged) until April 2023.

It should be further noted that application reference 72408/APP/2021/1487, dated 26-07-21, amended the parking layout and provision for the new residential blocks within Status Park, securing 35 car parking spaces for Vista Court, 27 spaces for Atlantico House and 36 spaces for Peninsula House (a total of 98 residential car parking spaces), which would not have affected the approved parking layout for the hotel, but if implemented, would prevent the lawful implementation of the hotel permission because an obligation secures 185 parking spaces across Status Park.

The Proposal

The proposed development is a seven-storey, 'L' shaped block of flats occupying the same footprint as the

consented permission for a hotel, but with an additional storey, partially set back. The proposal would comprise of 69 flats and provide 53 car parking spaces (although 9 (18) of these would be provided as double spaces for use by a single household). The building would be finished in grey buff brickwork up to the sixth floor and would use grey anthracite metal cladding for the top floor.

Planning Policy

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The London Plan (2021)
The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF) (2021), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material consideration in planning decisions.

The proposed development has been assessed against development plan policies and relevant material considerations.

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

Other Policies:

DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk

DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D9	(2021) Tall buildings
LPP G2	(2021) London's Green Belt
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions

LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T8	(2021) Aviation

Main Planning Issues

1. Principle of development

PROPOSED RESIDENTIAL USES

Paragraph 119 of the National Planning Policy Framework (NPPF) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Policy GG2 of the London Plan (Making the best use of land) incorporates this requirement and states that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must enable the development of brownfield land, particularly on sites within and on the edge of town centres. Sites which are well connected by existing or planned public transport should be prioritised, and options to intensify the use of land in well-connected areas to support additional homes and workspaces should be explored, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. This should align with Policy D3 of the London Plan by applying a design-led approach to determine the optimum development capacity of a site.

Moreover, Policy GG4 (Delivering the homes Londoners need) sets out that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered, must support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable and must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.

Policy H1 of the London Plan (Increasing housing supply) sets the 10-year housing targets for each London borough, and this places a 10-year housing completions target for the London Borough of Hillingdon of 10, 830 homes (starting in 2019/20 and continuing through to 2028/29). This equates to an average completion target of 1,083 homes a year, although Policy H1 makes clear that some variations in yearly targets will be acceptable as long as the overall delivery strategy for new homes is not compromised.

Policy H1 of the London Plan further sets out boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially for sites with existing or planned public transport access levels (PTALs) of 3-6, or sites which are located within 800m of a station or

town centre boundary. PTALs are determined by a range of factors affecting accessibility to public transport, and are scored from 0-6b, where 0 is the worst and 6b is the best.

The proposed development seeks to intensify the use of a brownfield site by re-developing a car park associated with Vista Court, which comprises of 46 flats, and was formerly used as an office (known as Building 2). The site has a PTAL of 3, with Hayes and Harlington Train Station, Heathrow Terminals 2 and 3 Underground Station, and Hatton Cross Underground Station all within 15 minutes' bus journey (from the bus stops on Bath Road), and is within 800 metres of Harlington Local Centre. It is further recognised that the previous permission (Ref: 72408/APP/2017/3021) establishes that the site has development potential, albeit the previous permission was for a hotel use.

Additionally, the surrounding area includes a mix of uses, with residential uses surrounding the site, alongside a general concentration of hotels along Bath Road, although this is not reflected in the appearance of the area which retains a very commercial character as a result of the original uses of Buildings 2, 3 and 4 (as offices). The southern side of Bath Road in this area has an even more commercial character, despite the presence of some isolated houses, with the uses largely relating to long-stay car parking and places to rent cars, which, unsurprisingly, results in a very car-dominated environment.

Nonetheless, recognising that the character of Bath Road is evolving to include less non-residential uses and introduce new places for people to live, which is reflected in the removal of Bath Road as an area appropriate for hotels through the Local Plan Part 2, it is considered that the proposed residential uses would be appropriate in this location, making good use of a relatively accessible site and making a fairly significant contribution to the supply of new homes within the borough. The acceptability of the residential development will, however, depend on whether parking for the occupiers of Vista Court has been satisfactorily resolved and whether a policy compliant level of affordable housing will be provided, both discussed in greater detail below.

AFFORDABLE HOUSING AND UNIT MIX

Policy H4 of the London Plan (Delivering affordable housing) sets the strategic target of 50% of all new homes delivered across London to be genuinely affordable. As such, all major developments (10 units or more) trigger affordable housing requirements and should provide affordable housing through the threshold approach (discussed below). Affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.

Additionally, Policy H5 of the London Plan (Threshold approach to applications) sets out that to follow the Fast Track Route of the threshold approach, meaning the applicant is not required to submit a financial viability assessment (FVA) to support their application, development proposals must meet or exceed the relevant threshold level of affordable housing on site without public subsidy, be consistent with the relevant tenure split, and meet other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor where relevant. Where an application does not meet the above requirements, it must follow the Viability Tested Route, which requires detailed supporting viability evidence to be submitted in a standardised and accessible format as part of the application to ascertain the maximum level of affordable housing deliverable on a scheme. The assessment should be treated transparently and undertaken in line with the Mayor's Affordable Housing and Viability SPG, for which the local planning authority would use an external consultee, paid for by the applicant, to carry out the review and provide advice. What this means in practice is that an FVA must follow the EUV+ approach to calculating the benchmark land value and adopt sensible profit targets, market values and build costs, as any protracted discussions on viability will inevitably slow down the planning process and lead to delays in determination.

Furthermore, Policy H6 of the London Plan (Affordable housing tenure) states that affordable housing products within a development should include a minimum of 30% low-cost rented homes (including

London Affordable Rent or Social Rent), a minimum of 30% intermediate products which meet the definition of genuinely affordable housing (including London Living Rent and London Shared Ownership), with the remaining 40% to be determined by the borough as low-cost rented homes or intermediate products, based on identified need, with a presumption that the 40% to be decided by the borough will focus on Social Rent and London Affordable Rent given the level of need for this type of tenure across London.

Having regard to the evidence base, and the need to encourage development whilst maximising affordable housing provision, the supporting text to Policy H2 sets out that at least 35% of all new dwellings should be delivered as affordable housing, with an indicative tenure split of 70% low-cost rent and 30% as intermediate housing, although it is recognised that market conditions in Hillingdon are complex and a one size fits all approach to tenure provision will not be suitable for all areas in the borough. Noting the strategic demand for 50% of all new housing to be affordable, established by both the Hillingdon Local Plan Part 1 and the London Plan, 35% affordable housing provision would not trigger the need for an FVA to be submitted but would still be below the strategic target.

Regarding the mix and size of units within a development, Policy H10 of the London Plan (Housing size mix) states that schemes should generally consist of a range of unit sizes, having regard to the requirement to deliver mixed and inclusive neighbourhoods, the need to deliver a range of unit types at different price points, the mix of uses, the range of tenures, the nature and location of the site, PTAL, the need for additional family housing and the role of one and two bed units in freeing up existing housing by providing an alternative to conversions and subdivisions, with the aim of optimising a site's potential. This should be read alongside Part 1 of the Hillingdon Local Plan, which sets out that a split of 40% smaller one and two bed dwellings and 60% larger three and four bed dwellings for all new developments would address housing need in the borough.

Taking all of the above into account, to benefit from the Fast Track Route described in Policy H5 of the London Plan and the Mayor's Viability SPG, the proposal would need to provide 35% affordable housing on-site by habitable room.

In addition to calculating affordable housing by habitable room, it would further be helpful to show the percentage by unit and floorspace, however habitable room provision would be the amount secured through a legal agreement. There is greatest demand for larger units to be provided as affordable rent (London Affordable Rent, Social rent) and smaller units to be provided as intermediate tenures (Shared Ownership, First Homes), and it is expected that that tenure split of the affordable housing be 70% affordable rent and 30% intermediate products.

Failure to provide a policy-compliant level of affordable housing would likely lead to a reason for refusal, unless it can be demonstrated through the submission of a financial viability assessment that the proposed scheme cannot afford to provide affordable housing, and there are overriding benefits which would be brought forward by the scheme to outweigh this policy conflict. Simply relying on the submission of viability information to justify a shortfall in affordable housing will not make a scheme acceptable, and even where affordable housing is shown to be unviable through a financial viability assessment, the lack of affordable housing will nonetheless weight against the proposal in the planning balance and may lead to a refusal as failing to deliver the objectives of the NPPF in promoting sustainable development.

As such, whilst set out within the submitted pre-application documents that "the provision of this will be viability tested at application stage", this would be far too late in the development process to test the scheme's viability as it is expected that the proposal delivers 35% affordable housing on-site. The viability of the scheme should be tested at the outset of the design stage as a material consideration, because if a scheme fails to provide any affordable housing then it is almost certainly not optimising the delivery of a site. In this instance, due to the cleared nature of the site, the lack of a proposed basement and the previous consent reducing the fiscal risk of future development, no abnormally high

costs are anticipated which would prevent a policy-compliant level of affordable housing from being delivered. Further discussions on affordable housing would likely be required ahead of a formal submission however the justification for providing a less-than-policy compliant level of affordable housing in this location would have to be very robust.

The proposed unit mix is described in the cover letter as being:

·42 one-bedroom, two-person units (61%)
·7 two-bedroom, three-person units (10%)
·14 two-bedroom, four-person units (20%)
·4 three-bedroom, four-person units (6%)
·1 three-bedroom, five-person units (1.5%)
·1 three-bedroom, six-person units (1.5%)

As described in Part 1 of the Hillingdon Local Plan, new residential development should make provision for a range of housing to meet the needs of all types of households, and highlights the importance of providing larger units, which are in the greatest demand within the borough. It is recognised that larger units have larger floorspace requirements, and therefore when measured as a percentage by unit alone do not provide a consistent picture of the amount of floorspace provided as larger family accommodation. It is also recognised that there are no specific standards for unit mixes, as each case must be assessed on its own merits taking into account site specific conditions, the suitability of the site for all types of accommodation and scheme viability, however as a general rule of thumb, a minimum of 25% of all new units must cater for larger families, unless the site is demonstrably unsuitable for families. The proportion of two-bedroom units (30%) appears broadly reasonable however the proportion of one-bedroom units (61%) is excessively high and three-bedroom units (9%) excessively low, noting the moderate PTAL, and consequently the proposed mix would not be supported. Moreover, for low-cost rent products, which should comprise 70% of the affordable housing element, there is a particularly high demand for three-bedroom units which further highlights the need for this unit size within all major residential schemes.

The supporting cover letter discusses a "precedent" having been set for smaller unit sizes in the area through "recent neighbouring developments" providing only studio, one and two-bedroom units. Notwithstanding that all applications must be assessed on their own merits, and assuming the recent developments being referred to are the office to residential prior approval applications approved for Buildings 2, 3 and 4, these can hardly be used to justify support for smaller units, as the local planning authority would not have had any control over the unit mix under the type of application applied for, which would have been entirely at the behest of the applicant at the time. As such, this does not justify a lower provision of 3+ bedrooms, especially having regard to the Hillingdon Local Plan which identifies larger units are in greatest demand across the borough.

RESIDENTIAL DENSITY

The supporting text to Policy GG2 of the London Plan outlines that London is anticipated to experience very high levels of continued growth which will require more efficient use of land, to allow growth whilst protecting the Green Belt. As such, to get more out of limited land availability within the city, encouraging higher densities and a mix of uses in appropriate locations is required. Encouraging higher densities in appropriate locations means more people are within walking distance of local amenities and transport connections, which in turn reduces the need for private car ownership and supports the transition to a more sustainable city.

In addition, Policy D1 (London's form, character and capacity for growth) and Policy D2 (Infrastructure requirements for sustainable densities) of the London Plan both require proposals to have regard to the context of the surrounding area, including existing and proposed levels of infrastructure. Policy D2 further states that proposed densities should be proportionate to the site's connectivity and

accessibility by walking, cycling and public transport to jobs and services and sets out that where existing infrastructure capacity is insufficient to support proposed densities (including the impact of cumulative developments), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time.

Furthermore, Policy D3 of the London Plan (Optimising site capacity through the design-led approach) requires all developments to make the best use of land, by optimising a site's capacity. Optimising does not mean maximising, and a proposal should seek respond to a site's context whilst also recognising its capacity for growth. The supporting text to Policy D3 recognises that direct comparisons between schemes using a single measure (e.g. units per hectare) can be misleading because it depends on the area included in the application site boundary and does not take into account the size of residential units or a mix of uses within one building. Nonetheless, the proposed density of a development is a relevant consideration and provides a broad picture of a scheme's suitability for a site, but it is important to measure in a number of ways.

In accordance with Policy DMHB 17 of the Hillingdon Local Plan: Development Management Policies (Residential Density), all new development should take account of the residential matrix presented in table 5.2, which sets out that an appropriate starting point for assessing appropriate densities for residential areas outside of town centres would be 50-100 units per hectare (u/ha) and 150-330 habitable rooms per hectare (hr/ha) for mostly flatted developments. Assuming a site area of approx. 0.5 hectares, for 69 flats (171 habitable rooms), this would result in a scheme with a density of 138 u/ha and 342 hr/ha. The proposed scheme would therefore be above the recommended density guidelines for this location.

The supporting text to Policy DMHB 17 further sets out that the density standards will be applied in a flexible manner, according to local circumstances, and ultimately, the design of the scheme should follow the design-led approach and residential density is just an indication of a site's optimal potential, not a determinative factor in and of itself.

2. Design

URBAN DESIGN

Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site whilst the design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, including existing and planned supporting infrastructure capacity. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 of the London Plan. In areas of comparatively low densities, incremental densification should be actively encouraged to achieve a change in densities in the most appropriate way.

As such, proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to building types, forms, proportions and the street hierarchy. Proposals should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings that are aligned with peoples' movement patterns and desire lines in the area, be street-based with clearly defined public and private environments, and facilitate efficient servicing and maintenance of buildings and the public realm that minimise negative impacts on the environment, public realm and vulnerable
road users.

At a borough level, Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) sets out that, in order to create successful and sustainable neighbourhoods, new development (including

new buildings, alterations and extensions) should be of a high quality design which enhances the local distinctiveness of the area and contributes to a sense of place. As such. Proposals should be designed to be appropriate to the context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials.

Additionally, Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies (Design of New Development) requires all developments, including extensions and new buildings, to be designed to the highest standards by harmonising with the local context in terms of its scale, height, mass and bulk in comparison to adjacent structures, together with building plot sizes, plot coverage and the established street patterns.

The proposed block of flats is similar in scale and identical in footprint to the extant hotel permission approved in April 2020, with an additional floor proposed to be slightly set back from the main elevations. Whilst this design rationale is understood, the proposed residential use has different design requirements compared to that of a hotel (e.g. an assessment of internal accommodation standards and provision of external amenity space) which may require different design solutions in terms of layout, site coverage and orientation to achieve a high quality design whilst providing functional places for people to live.

There are no specific design concerns in respect of the layout, noting that it would respect the established building line and having regard to the extant permission, although it is queried if this really represents an optimal use of the site, with quite a large amount of land given over to car parking. Additionally, the scale of the proposal raises some concerns, and it is noted that at seven storeys, the proposal would be significantly taller than the surrounding buildings and would have to be justified as an appropriate design response in its context. This sharp drop-off in scale would be exacerbated by the lack of built form (within the Green Belt) to the east and the overall design response should seek to respect the local character.

Having regard to Policy D9 of the London Plan (Tall buildings) and Policy DMHB 10 of the Hillingdon Local Plan Part 2 (High Buildings and Structures), the proposed building would constitute a tall building, for which the only appropriate locations are within Uxbridge or Hayes Town Centres, and the current proposal would therefore conflict with Policy D9 and DMHB 10. Where a tall building is proposed, the visual, functional and environmental impacts of the proposal should be carefully considered, including the cumulative impacts with other existing, planned or consented developments in the vicinity. The supporting text to Policy D9 sets out that the higher the building, the greater the level of scrutiny that is required of its design, because of the greater potential impacts, and in this instance, a visual and townscape assessment would be required, including verified views, to establish the level of impact on short, medium and long range views.

The proposed materiality raises further concerns, with grey brickwork and metallic cladding applied fairly uniformly across the facade, which would not be in keeping with the prevailing materials in the area which is largely red brick, and occasionally yellow brick. The numerous hotels on Bath Road are of varying designs with relatively unique materials across the facade, however this contributes to their respective commercial appearances and the proposal should seek to blend in with the existing residential blocks (albeit recognising that these blocks were originally designed as offices) by using warmer brick tones and significantly reducing the amount of cladding applied to the elevations, especially facing Bath Road.

If a seven-storey building is proposed, it would be expected that the ground floor be amended to create a more clearly defined 'base', perhaps by using a different material at ground floor level (such as grey brick), which would accord with the requirement for tall buildings to have a defined top, middle and base as set out in Policy D9, noting that the top of the building would be set back to articulate it as a distinct design element. Moreover, because of the large internal cycle and bin stores, the ground floor is very poorly activated with large extents of blank frontages, with the ground floor units

themselves providing little activation because of the proposed winter gardens. The introduction of front doors directly into ground floor units would provide greater activity and would reinforce the residential character of the proposal, whilst also reducing the need for ground floor shared articulation space (hallways).

Further concern is raised in respect of the design for the south-east corner, which is shown as recessed inwards, with a secondary entrance and canopy providing access from the southern side. The proposed site plan indicates that a new path would be created through to Bath Road, which would presumably become the main pedestrian entrance for anyone arriving by foot or bus, however the proposed design and layout seeks to fix the main entrance away from Bath Road, facing towards the car park. The results in a design which fails to properly address Bath Road, with the recessed corner one of the most visible aspects of the building but which is shown as a poorly articulated blank frontage up to the top level. The creation of an entrance on both sides of the building is fully supported however the design of the southern entrance needs more consideration, and it is queried whether one larger lobby which connects through the building, with the stair and lift cores accessed from this lobby, may be a more sensible and coherent design response.

Overall, it is considered that the proposal lacks a human scale, through a combination of glazing, blank elevations and the reliance on two fairly incongruous brick and cladding colours, and the proposal as a whole appears quite dominant and imposing in its setting. There may be scope for a seven-storey building on this location however the current design exacerbates its sense of scale and measures to soften the appearance of the building are necessary. This should include a change in the colour of the brick tone but can also include other, light-touch, design measures such as horizontal banding, soldier courses or hit-and-miss brickwork to provide some articulation to the facades. The introduction of front doors would also greatly assist in providing a human scale and would further foster the creation of a residential setting.

HERITAGE IMPACTS

The proposal is very unlikely to have an impact on any designated or non-designated heritage assets, with the only potential impact on views from within Cranford Park Conservation Area to the north-east, although the site is very far removed from the boundary. This would be picked up within any subsequent views assessment.

3. Amenity

Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies and Policy BE1 of the Hillingdon Local Plan: Strategic Policies both seek to ensure that new development does not adversely impact on the residential amenity of neighbouring properties.

Furthermore, the Mayor's Housing SPG sets out that proposals should limit the harm to neighbouring properties, whilst recognising that to comply with policies seeking the optimal use of land, some development proposals may be allowed even where harm has been identified.

IMPACTS ON NATURAL LIGHT AND OUTLOOK

When assessing impacts related to the loss of natural light, the Mayor's Housing SPG advises that avoiding harm to habitable rooms is the priority, which are usually defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bathrooms or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition of habitable rooms.

A standardised method of assessment for calculating the level of impact to neighbouring buildings is prescribed within the BRE's guide to good practice (June 2022). This guidance document discusses various methods of assessing a proposals impact on access to natural light, and sets out a number of thresholds which, if exceeded, would probably have a noticeable impact on natural light to

neighbouring properties. Broadly, BRE guidance recommends that an assessment considers the likely significant effects to daylight for neighbouring buildings in terms of Vertical Sky Component (VSC) and an assessment of sunlight should also be undertaken in relation to neighbouring buildings in terms of Direct Sunlight Hours and an assessment of overshadowing.

Moreover, Policy DMHB 11 states that proposal must carefully consider their layout and massing in order to ensure that the new development does not result in a significantly increased sense of enclosure or loss of outlook.

As such, any subsequent planning application would need to be accompanied by a Daylight, Sunlight and Overshadowing Assessment (DSOA), prepared by a suitably qualified specialist, which makes reference to the BRE Guidance (2022) and assesses the potential impacts to nearby buildings, including the residential flats within Status Park (Vista Court, Atlantico House, Peninsula House and Circa Apartments) and, for completeness, should also assess Nos. 33 and 35 Bath Road, opposite.

There is also a potential for a loss of outlook for the east-facing flats within Vista Court, although it is recognised that the current proposal would have an almost identical impact to the consented scheme for a hotel.

IMPACTS ON PRIVACY

The supporting text to Policy DMHB 11 sets out that sufficient privacy for existing residents will be protected by resisting proposals which would introduce an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. To maintain existing levels of privacy, a minimum separation distance of 21 metres between facing habitable room windows will normally be required, and in some locations, for example where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

The western elevation of the proposal would be within 16.5 metres of the windows on the eastern elevation of Vista Court. The previous application, for a hotel, only included windows at fourth and fifth floor level, which was considered an acceptable design solution to protect the privacy of the residents of Vista Court. The current proposal includes windows at all levels across this elevation, however it is recognised that these windows serve bathrooms and hallways, and these windows could therefore be obscure glazed to prevent a loss of privacy without harming the amenity of future occupiers.

No other properties are within 21 metres of the proposed building and on this basis, the privacy of residents within other buildings should be unaffected.

4. Highways

Policy T1 of the London Plan (Strategic approach to transport) seeks development proposals to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

In addition, Policy T2 of the London Plan (Healthy Streets) requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets whether stationary or moving, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Moreover, Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with proposals to ensure that impacts on the capacity of the transport network (including impacts on

pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Policy T4 further explains that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy T5 of the London Plan (Cycling) sets out that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free developments have no general parking but should still provide disabled persons parking. The maximum standards for car parking outlined in the London Plan take account of PTAL as well as London Plan spatial designations and use classes, and the supporting text further outlines that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there.

Policy T6 makes clear that an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets, whilst further stating that the redevelopment of sites should reflect the current approach to parking and not be re-provided at previous levels where this exceeds the maximum parking standards. In this instance, the surrounding road network includes parking controls operating from Monday to Saturday, 08:00 to 18:30, on Long Drive and Station Approach.

The maximum car parking standards, disabled persons parking, and the provision of electric or other Ultra-Low Emission vehicles are set out in Policy T6.1 to Policy T6.5, however it should be noted that for all development types in PTAL 5 or 6, or within the Central Activities Zone, proposals are expected to be car-free.

Policy T6.1 of the London Plan (Residential parking) states that new residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category. Policy T6.1 further sets out that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling should be available from the outset and these spaces must be for residents' use only (whether M4(2) or M4(3) dwellings), not be allocated to specific dwellings, unless provided within the curtilage of the dwelling, and explains that these spaces should count towards the maximum parking provision for the development. Additionally, all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20% of spaces should have active charging facilities, with passive provision for all remaining spaces.

In accordance with Policy T6.1, applying the more restrictive parking standard when a site falls into more than one category, it is considered that the application site has a PTAL of 3, which is considered

to represent a moderate level of access to public transport (on a scale of 0-6b, where 0 is the worst and 6b is the best).

In this instance, based on the unit mix described in the cover letter, the maximum residential parking standards would allow for up to 53 car parking spaces, based on 0.75 spaces for every one and two bedroom unit and 1 space for every three bedroom unit, but Policy T6 of the London Plan makes clear that the starting point for all proposals in places that are (or are planned to be) well connected by public transport should be car free, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Further regard is had to Policy H1 of the London Plan which requires the potential for housing delivery on all suitable and available brownfield sites to be optimised, especially for sites with existing or planned PTALs of 3-6, or which are located within 800m of a station or town centre boundary.

Bath Road, to the south, is a Red Route (controlled by TfL), which means that no stopping is allowed, whilst there are local parking restrictions on the nearby roads, including Nobel Drive, David Close and Caroline Place, which extend over most of Harlington, which requires residents to apply for parking permits to use the limited on-street parking which is available. Further, the site has a PTAL of 3, and whilst it is recognised that future residents would have to rely heavily on buses for shorter journeys as underground and rail stations are not easily accessible by walking, the London Plan makes clear that proposals should seek to actively reduce reliance on the private car as a main source of transport and the need to meet the maximum parking standards should not override other strategic objectives, such as the delivery of new housing (including affordable housing) from brownfield sites in sustainable locations.

Noting the parking restrictions in the area, and the moderate PTAL, it is considered that a car-lite approach, ould be adopted for this site, with Harlington Local centre providing relatively convenient access to local amenities within a walkable distance, and transport connections into central London and westwards, away from London, within 20 minutes by bus. Future residents would be restricted from obtaining parking permits within the borough, to be secured as a planning obligation, and most of the surrounding roads (including those south of the A4) have double yellow lines and are clearly unsuitable for on-street parking which would to certain extent be self-enforcing in preventing overspill parking from this development.

As such, 53 parking spaces would appear to be an overprovision and the large extent of area retained as car parking places further constrains on the layout of the resultant scheme and leaves practically no room for external amenity space provision which is especially disappointing (as discussed below) because of the reliance on winter gardens for all new flats, and further contributes to the sense of a car-dominated environment.

Moreover, the proposed parking layout is a contrived solution to meet the maximum standards, relying on 9 double-stacked spaces (i.e. 18 out of the 53 proposed) which would be allocated to the 9 three-bedroom units, which for these units would be an overprovision against London Plan standards, as car parking spaces are limited to a maximum of one per dwelling. Some concern is also raised in respect of the proximity of the proposed spaces to the bin stores, and whether this would prevent access on collection days if all parking spaces were occupied. Additionally, no wheelchair accessible spaces are shown on plan, and these should comprise 10% of the total number of spaces, and these have larger spatial requirements than standard parking spaces. At least 20% of spaces should have active charging facilities, with passive provision for all remaining spaces.

The parking situation is further complicated, however, as the proposed application site covers a large extent of car parking (alongside the bin store) for Vista House, which is secured by condition, and therefore any proposal would have to ensure that this does not lead to any overspill parking or prejudice any car parking that existing residents are entitled to. The previous permission, for a hotel, sought to address this issue by including Vista Court, Atlantico House and Peninsula House within the

application site so that parking for these newly converted blocks of flats was maintained at an appropriate site-wide level. In this regard, it was agreed at the time that parking should be provided at a 1:1 ratio for all consented residential units across Status Park, alongside 28 car parking spaces for the hotel, however it should be noted that this calculation of parking provision included new flats within approved roof extensions which were not implemented and have now lapsed.

Essentially, the individual permissions for the office to residential conversions secured 69 spaces for the 46 flats within Vista Court, 54 spaces for the 36 flats in Atlantico House and 68 spaces for the 45 flats within Peninsula House (significantly above a 1:1 ratio), for a combined provision of 191 spaces for 127 flats. The hotel permission sought to regularise a 1:1 parking ratio, however because the permission included parking spaces for units which were not built-out, this resulted in a higher than 1:1 ratio being secured, with 185 spaces secured by planning obligation, including 28 spaces for the hotel.

In any event, it is further noted that application reference 72408/APP/2021/1487, dated 26-07-21, amended the parking layout and provision for the new residential blocks within Status Park, securing 35 car parking spaces for Vista Court, 27 spaces for Atlantico House and 36 spaces for Peninsula House (a total of 98 residential car parking spaces), which would not have affected the approved parking layout for the hotel, but if implemented, would prevent the lawful implementation of the hotel permission because an obligation secures 185 parking spaces across Status Park. The provision of 98 car parking spaces is broadly in-line with the current London Plan standards, which would allow a maximum of 95 spaces (based on a ratio of 0.75 spaces per unit) for the combined 127 units within Vista Court, Atlantico House and Peninsula House, and it is considered that provided permission reference 72408/APP/2021/1487 can be shown to have been implemented, any subsequent re-development of the car park of Vista Court would not need to address parking for the former office buildings across Status Park.

There is a complex history across the site in respect of car parking, however, given the existing unit mix and that of the proposed site, there is a possibility to rationalise the car parking across all 4 existing and the proposed building, (if demonstrated through parking surveys and a TA), to bring the parking levels down to circa 0.6 across all buildings within the applicants ownership. This will require an appropriate red line boundary to cover all such land and the Council will also need to ensure that any existing leasees across the car park must be served the requisite notice (and civil matters pertaining to their rights dealt with separately) but a holistic approach across the site could deliver a better quality development and a sense of place for the future residetns. As set out below, there is also a need to deliver public open space and this could be accommodated within the sites surplus car parking were to be landscaped and offered as high quality amenity space for the local community and future residents.,

In terms of cycle parking provision, based on 1 long-stay space for each studio unit, 1.5 spaces for each two-person unit and 2 spaces for all other units, the minimum residential long-stay cycle parking provision would be 117 cycle spaces. Separate, short-stay cycle parking should also be provided in accordance with London Plan standards.

5. Other

SUSTAINABLE WASTE MANAGEMENT

Policy SI 7 (Reducing waste and supporting the circular economy) and Policy D6 (Housing quality and standards) of the London Plan require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

Additionally, Policy EM11 of the Hillingdon Local Plan Part 1 (Sustainable Waste Management) states that the council will aim to reduce the amount of waste produced in the borough. To achieve this, the council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site. This is

further expanded on by Policy DMHB 11 of the Hillingdon Local Plan Part 2 which requires proposals to make sufficient provision for internal and external storage space for general, recycling and organic waste, with suitable access for collection, and highlights that external bins should be located and screened to avoid nuisance and adverse visual impacts to future occupiers and neighbours.

The council's guidance for waste collection from residential properties is that waste collection distances between the proposed bin store area and a refuse vehicle should not exceed the recommended distance of 10 metres, and carrying distances to the bin store area from each residential unit should not exceed a distance of 30 metres.

The proposed site layout has the bin stores opening outwards towards the car park, and this location raises a number of concerns, both in terms of its convenience for future residents (should be within 30 metres of their front doors) and in terms of convenient for waste operatives, due to its location close to the proposed car parking spaces. Some concerns are raised that on collection days, if all the parking spaces were occupied, there would be insufficient room to allow access.

QUALITY OF ACCOMMODATION

Policy D3 of the London Plan states that proposals should deliver appropriate outlook, privacy and amenity, provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity, help prevent or mitigate the impacts of noise and poor air quality, and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

Policy D6 of the London Plan (Housing quality and standards) requires all new residential properties to meet the minimum space standards and further states that the minimum floor to ceiling height must be 2.5m for at least 75 % of the Gross Internal Area (GIA) of each dwelling to avoid overheating and generally improve living conditions. In addition, the design of new residential development should be high-quality and should provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

Moreover, proposals should maximise the provision of dual aspect dwellings (dwellings with openable windows on two external walls) and normally avoid the provision of single aspect dwellings. Dual aspect dwellings have many inherent benefits including better daylight, a greater chance of direct sunlight for longer periods, natural cross ventilation and a greater capacity to address overheating. Dual aspect dwellings also offer a better choice of views, access to a quiet side of the building, and greater flexibility in the use of rooms. A single aspect dwelling should only be provided where it is considered a more appropriate design solution as a result of site constraints which would mean dual aspect dwellings would severely restrict optimising the site's potential. The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Furthermore, Policy D6 of the London Plan and Standard 26 of the Mayor's London Housing SPG sets out that a minimum of 5 sqm of private outdoor open space should be provided for 1-2 person dwellings, with an additional 1 sqm provided for each additional occupant, and it must achieve a minimum width and depth of 1.5 metres to be functional and fit for purpose. As such, a 3-person dwelling should include 6 sqm of external private amenity space, a 4-person dwelling should include 7 sqm, a 5-person dwelling should include 8 sqm and so on. Also of relevance, Policy DMHB 18 of the Hillingdon Local Plan (Private Outdoor Amenity Space) requires good quality and usable private outdoor amenity space for all new residential developments. Studio and one-bedroom flats, two-bedroom flats and 3+ bedroom flats should provide 20, 25 and 30 sqm of on-site amenity space respectively. Policy DMHB 18 also sets very high standards for private amenity space of 40, 60 and 100 sqm for 1, 2, and 3+ bedroom houses respectively. Dwellings on upper floors should all have access to a private balcony or terrace, where this is consistent with the overall design of the building

whereas houses and ground floor flats should have private gardens.

It would be expected that all proposed dwellings meet the minimum internal space standards and each unit is provided with private amenity space. It is recognised that achieving Hillingdon's Local Plan standards for external amenity space provision may be difficult to achieve for each unit, and in such instances, it would be expected that the overall combined shortfall be provided as communal amenity space instead.

As discussed in our meeting, the proposed layout essentially seeks to turn its back on the main sources of noise and air pollution; Bath Road immediately to the south and the operation of Heathrow Airport beyond that, to protect the amenity of future occupiers. Whilst this design rationale is understood, the resultant layout of units is poor, and the development would fail to provide a satisfactory quality of accommodation for the majority of residents as a result. There are numerous single-aspect dwellings shown across all floors, comprising 52% of the total number, which is unacceptable, even recognising that the layout is a design response to other environmental constraints. This includes single-aspect north-facing units across the ground to fifth floor, and design guidance is clear that single-aspect units will only be accepted where design constraints prevent any other option, and even then, two and three bedroom flats with only one aspect will likely be unacceptable.

Single-aspect dwellings are generally more difficult to ventilate naturally, more likely to overheat, receive natural light for less of the day and offer poorer outlook than dual or triple aspect dwellings. For the proposed scheme, particular concern is raised in respect of both the number of south-facing single-aspect units overlooking Bath Road and the number of single-aspect units overlooking the car park, which, despite being in the same block, will experience very different issues following completion.

It is likely that the south-facing single-aspect units will receive good levels of natural light, however this has the potential to lead to overheating, which in turn will have to be dealt with by mechanical ventilation, as the noise and air quality constraints of Bath Road and Heathrow may mean that south-facing windows are not openable. On the other hand, the single-aspect units facing northwards will likely receive very little light, especially the lower floors, as direct sunlight will be blocked by the proposed development and diffuse daylight will probably be low. In the context of the updated BRE guidance for daylight and sunlight (June 2022), which has more stringent targets for internal daylight and sunlight levels than the previous guidance, this design constraint will need to be considered carefully. The proposed layout also fails to provide good quality circulation areas, with an over-reliance on double-loaded internal corridors would not be well lit by natural light or be naturally ventilated, and this further highlights the relatively poor quality of accommodation which would be achieved from this development.

Private amenity space is proposed as winter gardens for all units on all floors, presumably because noise constraints would mean that balconies would not provide a good level of amenity. This would need to be demonstrated through the submission of a noise survey, as at present, the scheme does not include any external amenity space, which is preferable to enclosed spaces in the form of winter gardens. It may be possible to introduce external balconies (or recessed balconies) within the northern elevations as the noise profile may be quieter on this side following completion, however it is recognised that external amenity areas may be unfeasible. In any event, the proposal would need to provide some on-site communal amenity space, to offset the under-provision against Hillingdon Local Plan standards, and it is suggested that this be incorporated in place of the proposed parking area in some capacity.

PLAY SPACE

Policy DMHB 19 of the Hillingdon Local Plan: Development Management Policies (Play Space)

requires major residential development to provide children and young people's play facilities on-site, using the GLA's child yield calculator to determine the levels of occupancy by different age groups. Where a satisfactory level of provision for children and young people's play facilities cannot be achieved on-site, the Council will seek a financial contribution towards the improvement of existing children and young people's play facilities within the local area, which would be secured through a legal agreement.

DISABLED ACCESS

Policy D5 of the London Plan (Inclusive design) sets out that proposals should achieve the highest standards of accessible and inclusive design by providing high quality people focused spaces that are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, and be able to be entered, used and exited safely, easily and with dignity for all. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, and proposals should ensure they are compliant with Policy D12 of the Plan (Fire safety) and place fire resilience central to the proposal's design.

Additionally, to provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, Policy D7 of the London Plan (Accessible housing) states that all residential development should include at least 10% of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

At a borough level, Policy BE1 of the Hillingdon Local Plan: Part 1 (Built Environment) and Policy DMHB 16 of the Hillingdon Local Plan Part 2 (Housing Standards) require 10% of new dwellings to be wheelchair accessible, encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives. In addition, all proposals should incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services. It should be further noted that M4(3) units should be evenly distributed across tenures and housing types, and that 10% of the affordable housing units should be M4(3) units, suitable for 'day one occupation' by a wheelchair user.

In practice, this means the new developments have to consider where accessible and adaptable units would be located and how they would function at a very early stage of the design process to ensure that the specific requirements of achieving the relevant standards can feasibly be met within the proposed layout.

ECOLOGY AND TREES

Policy G5 of the London Plan (Urban Greening) states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential. In broad terms, the UGF is an assessment of the amount, type and value of natural environment provided on site as a proportion of the overall site area. The assessment assigns each landscape type (e.g. Semi-natural vegetation, intensive green roof to depth of 150mm, extensive green roof to depth of 80mm, amenity grassland, etc) with a 'factor' (1, 0.8, 0.7 and 0.4 respectively for the landscapes listed above). These factors are a simplified measure of various benefits provided by soils, vegetation and

water based on their potential for rainwater infiltration as a proxy to provide a range of benefits such as improved health, climate change adaption and biodiversity conservation.

Policy EM4 of the Hillingdon Local Plan: Strategic Policies (Open Space and Informal Recreation) states that the network of open spaces will be safeguarded, enhanced and extended, recognising their role in serving local communities and encouraging active lifestyles by providing spaces within walking distance of homes. There will be a presumption against any net loss of open space in the Borough and major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

Moreover, the council will seek to protect existing tree and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) for the benefit of wildlife and a healthier lifestyle.

In addition, Policy DMHB 14 of the Hillingdon Local Plan Part 2: Development Management Policies (Trees and Landscaping) sets out that all developments will be expected to retain or enhance biodiversity through the protection of existing landscaping, trees and other natural features of merit, and proposals are required to provide a scheme of hard and soft landscaping to demonstrate this.

Furthermore, Policy EM7 of the Hillingdon Local Plan: Strategic Policies (Biodiversity and Geological Conservation) seeks to protect biodiversity features from inappropriate development, and encourages the provision of biodiversity improvements from all developments, including green roofs and walls where feasible.

As a purely residential development, the proposal would be expected to achieve a UGF score of at least 0.4, as well as demonstrating biodiversity net gain, to comply with the requirements of the London Plan and the Hillingdon Local Plan respectively. Whilst the site is not within a Conservation Area or area covered by a TPO, the council will resist the loss of any established trees and biodiversity features across the site, although there don't appear to be any. A Tree Survey, alongside an Arboricultural Impact Assessment and Arboricultural Method Statement to determine the extent of works to trees would be required at the point of submission (unless no trees would be lost) and any subsequent application should be accompanied by a Biodiversity Enhancement and Management Plan, alongside a UGF Plan, to demonstrate compliance with the above policies.

CONTAMINATION

Policy EM8 of the Hillingdon Local Plan: Strategic Polices (Land, Water, Air and Noise) states that the council expects proposals for development on contaminated land to provide mitigation strategies that will reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

The are known contaminants present on the site and the site may require remediation prior to its use for residential purposes because it is within 250 metres of four historic landfill sites there is a potential risk from migrating landfill gas. Additionally, the use of the site as a car park may have introduced significant quantities of unspecified materials which would now constitute made ground requiring detailed consideration.

As such, in the first instance, a desktop study to investigate potential contaminants should be carried out. This should consider whether contamination may have spread beyond the boundaries of the proposed development site and other nearby site boundaries and that a wider search area may require assessment, treatment and/or monitoring, to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems. After that, a site investigation, including soil, gas, surface water and

groundwater sampling, together with the results of the analysis and a risk assessment would be required, followed by a scheme of remediation and verification of the works undertaken.

ENERGY

Policy SI 2 of the London Plan (Minimising greenhouse gas emissions) states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy, placing an additional requirement to monitor emissions beyond implementation to determine the effectiveness of the mitigation:

1.be lean: use less energy and manage demand during operation
2.be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3.be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4.be seen: monitor, verify and report on energy performance.

Policy SI 2 sets targets for carbon dioxide emission reductions in buildings. These are expressed as minimum improvements over the Target Emission Rate (TER) outlined in national building regulations. The current target for residential and non-residential buildings is zero carbon beyond the current Building Regulations Part L 2013.

Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and how a minimum on-site reduction of at least 35% beyond Building Regulations will be achieved. Residential development should achieve 10%, and non-residential development should achieve 15% through energy efficiency measures alone. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either through a cash in lieu contribution to the borough's carbon offset fund or off-site, provided that an alternative proposal is identified and delivery is certain.

Moreover, major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations (i.e. unregulated emissions).

In addition, Policy SI 3 of the London Plan (Energy Infrastructure) states that all major development proposals shall explore opportunities to maximise the use of on-site renewable energy generation and incorporate demand-side response measures.

Policy EM1 of the Hillingdon Local Plan: Strategic Policies (Climate Change Adaptation and Mitigation) sets out that the installation of renewable energy will be encouraged for all new developments.

Furthermore, all new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate, and for residential developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

AIR QUALITY

Policy SI 1 of the London Plan (Improving air quality) states that proposals should not lead to further deterioration of existing poor air quality or create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits, so as not to create unacceptable risk of high levels of exposure to poor air quality.

As such, as a minimum, proposals should be at least Air Quality Neutral and should use design solutions to prevent or minimise increased exposure to existing air pollution, whilst making provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures.

The development is located within an Air Quality Management Area and within the A4 Corridor Air Quality Focus Areas. Focus Areas are defined as places where the pollution levels are already elevated and therefore improvements are required. As such, the proposed development will need to be Air Quality Positive.

Major development proposals must be submitted with an Air Quality Assessment to demonstrate compliance with air quality objectives and show that the proposal includes sufficient mitigation measures to ensure that the demolition, construction and operational phases to do not impact on nearby receptors. This includes both existing residents and those which would be introduced by the development.

The Air Quality Assessment should further demonstrate that the demolition and construction phases are carried out in accordance with the Mayor of London's Control of Dust and Emissions SPG, including the use of NRMM compliant machinery, and that the design aspects have been assessed to provide a clean development. For example, the use of Ultra Low NOx technologies and low/zero emissions technologies for energy, low/zero technologies for associated traffic, and protection of receptors from pollution sources such as road traffic/emissions or from flues. Given the location of this development, transport impacts should not be screened out without prior agreement with the local authority. The accompanying transport assessment should include figures on trip generation and modal split to allow for a proper assessment of the air quality impacts of the associated traffic.

Where, after appropriate on-site mitigation measures have been incorporated, any remaining development emissions will be required to be offset as a financial contribution to support off-site measures to improve air quality. The pollution damage costs associated with the emissions from the development will inform the degree of mitigation that is required.

NOISE

Policy D14 of the London Plan (Noise) states that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses. Development proposals should manage noise and other potential nuisances by ensuring good design mitigates and minimises existing and potential nuisances with necessary and appropriate provisions including ongoing and future management responsibilities, and proposals should seek to separate new noise-sensitive development from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

Policy D13 of the London Plan (Agent of Change) sets out that proposals should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses, improving and enhancing the acoustic environment and promoting appropriate soundscapes. Proposals should first seek to separate new noise-sensitive development from major noise sources through the use of distance, screening, layout, orientation, uses and materials, in preference to sole reliance on sound insulation. Where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles, promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

It is generally accepted that noise emanating from residential properties is lower than commercial

premises, and industrial uses are associated with the highest noise profile.

Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) states the council will promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected by new developments. As such, the council will seek to ensure that noise sensitive development and noise generating development are only allowed if noise impacts can be adequately controlled and mitigated.

As discussed above, the design and layout of the proposal have clearly been influenced by the noise constraints of Bath Road and Heathrow to the south. It should be clearly set out with any subsequent application, within a Noise Impact Assessment, that the noise constraints of the site have been surveyed, and that appropriate mitigation can be used to ensure that internal rooms and external amenity space achieve satisfactory noise conditions throughout all times of the day (and night).

FLOODING AND DRAINAGE

Policy SI 12 of the London Plan (Flood risk management) sets out that flood risk across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities and developers where relevant. Proposals should further ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses. Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading.

In addition, Policy SI 13 of the London Plan (Sustainable drainage) sets out that proposal should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Moreover, drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

Policy EM6 of the Hillingdon Local Plan: Strategic Policies (Flood Risk Management) encourages development to be sited away from the areas of highest flood risk (Flood Zones 2 and 3), and all development will be required to use sustainable urban drainage systems (SUDS).

Policy EM6 of the Hillingdon Local Plan: Strategic Policies (Flood Risk Management) encourages development to be sited away from the areas of highest flood risk (Flood Zones 2 and 3), and all development will be required to use sustainable urban drainage systems (SUDS).

The application site lies within Flood Risk Zone 1 but is known to suffer from surface-water flooding, and in any event, as a major application, any subsequent application should be accompanied by a Flood Risk Assessment and a Drainage Strategy, utilising SuDS where possible.

OPEN SPACE

Policy G4 of the London Plan (Open space) promotes the creation of new areas of publicly-accessible open space, particularly green space, ensuring that future open space needs are planned for, especially in areas with the potential for substantial change or areas of deficiency. Additionally, Policy EM4 of the Hillingdon Local Plan Part 1 (Open Space and Informal Recreation) and Policy DMCI 4 of the Hillingdon Local Plan Part 2 (Open Spaces in New Development) both support the provision of new open space in major developments, or improvements to existing open spaces. Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted. The

creation of new open space is to be encouraged wherever practical, although it is recognised that creation of new open spaces may be limited in densely populated areas or because of financial constraints, and in such circumstances, major residential proposals are expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities off-site.

New major developments are expected to be sited so that a small or local level open space is within 400 metres, a district level open space is within 1200 metres and a metropolitan open space is within 3200 metres.

This approach is confirmed in the Planning Obligations SPD, which sets out that for schemes of 15 or more residential units where an on-site solution cannot be found, a financial contribution based on the following formula would be sought:

Contribution = (Build Costs + On-costs) x (- Existing Capacity)

In line with Para 9.15 of the Planning Obligations SPD, Build Costs are £20 and On-costs are £5, in conjunction with advice from the Council's Green Spaces Team, and the Standard Provision per person is 20 sqm (based on a provision of 2 hectares of unrestricted recreational open space per 1,000 people). Occupancy of Development is calculated by multiplying the number of units by 2.67 (the average occupancy rate per home within the borough). Existing Capacity is 0, in line with Para 9.17 of the Planning Obligations SPD, as there is no known existing spare capacity for public open space in the area and is why the contribution is being sought.

It is encouraged (as set out above) to investigate providing public open space within the wider site on land which currently accommodates surplus parking, adjacent to the green belt.

FIRE SAFETY

Policy D12 of the London Plan (Fire safety) requires all development to achieve the highest standards of fire safety. To achieve this, new developments must ensure that they identify suitably positioned unobstructed outside space for fire appliances to be positioned on, appropriate space for use as an evacuation assembly point, and are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire. These should include appropriate fire alarm systems and passive and active fire safety measures, and the buildings should be constructed in an appropriate way to minimise the risk of fire spread, whilst providing suitable and convenient means of escape. Additionally, proposals should provide suitable access and equipment for firefighting which is appropriate for the size and use of the development. A Fire Statement, which should include a robust strategy for evacuation, and should be produced by a third party, suitably qualified assessor should be submitted alongside any subsequent planning application in accordance with Building Regulations (Fire Safety: Document B), which can be periodically updated and published so that all building users can have confidence in it.

It should be highlighted that in circumstances where a fire tender cannot, for whatever reason, gain access to part of a site envelope, Building Regulations (Fire Safety: Document B) makes allowance for this scenario by stipulating that fire appliances should be able to be positioned within 45 metres of the source of an emergency in order to execute their duty. If this distance is exceeded then alternative options such as hydrants and and/or internal water sprinkler systems can be applied in lieu of a fire tender accessing a site thereby covering all eventualities.

6. Planning Obligation and CIL (Mayor and LBH)

Policy DMCI 7 of the Hillingdon Local Plan: Development Management Policies (Planning Obligations and Community Infrastructure Levy) sets out that planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it, to ensure that development is sustainable in accordance with the NPPF (2021). Infrastructure

requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL) and through planning obligations.

Specifically, planning obligations are used to secure the provision of affordable housing in relation to residential development schemes, and where a development has infrastructure needs that are not addressed through CIL to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal. Applications which fail to include appropriate planning obligations to make the proposal acceptable will be refused. Planning obligations run with the land, are legally binding and enforceable.

Community Infrastructure Levy (CIL) would be applied to the proposal.

Some planning obligations would likely be needed to mitigate the proposal in addition to CIL. The need for, and level of obligations would depend on the scale of any subsequent application, together with the level of on-site measures achieved to meet the various policy requirements. It is likely that the following obligations would be sought:

·Secure affordable housing provision
·Carbon offsetting contribution
·Air quality offsetting contribution
·Open space contribution
·Play space contribution
·Parking permit restrictions
·Travel Plan
·Active travel measures
·HUDU health contribution
·Construction and Employment Training Scheme

7. Application Submission

It is strongly recommended that the applicant enters into a PPA as it is considered that the site has development potential however determining the optimal capacity of the site is likely to require considerable time and effort, and the local planning authority needs to ensure the correct resources are in place to determine any subsequent application. If a PPA is not sought, then as a minimum, the applicant is advised to submit a follow-up pre-app, so that the local planning authority can comment further on whether any amendments have addressed our initial concerns.

For completeness, the following documents will be required at the point of submission, alongside the correct fee, to allow the proposal to be validated. Failure to submit one of the requested documents will result in a delay to the validation process, which will in turn lead to a delay in the date of determination.

Plans:

·Site Location Plan - Must be at a scale of 1:1250, and should show the application site edged in red, with any land owned by the applicant but not within the application site edged in blue. The red line should cover the full extent of the application site up to the edge of the public highway. The site location plan should include the name of at least three roads (including the application road), should include street numbers if possible and should indicate the direction of north.
·Block Plan
·Existing and Proposed Site Layout Plans
·Existing and Proposed Floorplans (including roofplans)
·Existing and Proposed Elevations
·Existing and Proposed Sections
·Existing and Proposed Streetscene Elevations
·Site Plan showing the dimensions of all carriageway and footway widths, parking bays, visibility

splays, alongside the location of cycle stands, disabled parking, electric vehicle charging points, and refuse storage.
·UGF Plan (including calculations)
·Proposed s278 Works Plan

Documents:

·Application Form (including the completed Certificate of Ownership)
·Accessibility Statement
·Accommodation Schedule
·Affordable Housing Statement (or Financial Viability Assessment)
·Air Quality Assessment (inc. Air Quality Neutral Assessment)
·Arboricultural Impact Assessment
·Arboricultural Method Statement
·Biodiversity Enhancement and Management Plan (inc. a calculation of the proposed UGF)
·CIL additional information form
·Construction Management Plan and Demolition Management Plan
·Contaminated Land Survey
·Daylight and Sunlight Analysis - This should include an assessment of neighbouring properties and an assessment of access to natural light within the proposed dwellings
·Design and Access Statement
·Energy Strategy
·External Lighting Details
·Flood Risk Assessment and SuDs Report
·Landscape Strategy
·Materials Schedule
·Noise Impact Assessment
·Overheating Assessment
·Parking Design and Management Plan
·Planning Statement (including an assessment against London Plan and Hillingdon Local Plan policies)
·Statement of Community Involvement (inc. details of public consultation carried out by the applicant)
·Transport Assessment (inc. Swept Path Analysis and Active Travel Zone Assessment)
·Travel Plan
·Tree Survey
·Utilities Survey and Proposals
·Waste Management Plan

8. Conclusion

The proposed development is acceptable in land use terms, and would make efficient use of a brownfield site to deliver additional homes in a sustainable location in accordance with the general growth principles of the NPPF, London Plan and Hillingdon Local Plan, however this is subject to parking for Vista Court being appropriately re-provided (as per approved application reference 72408/APP/2021/1487) and a policy-compliant level of affordable housing being provided.

Moreover, whilst the rationale for the current layout and design is understood, there are significant concerns in respect of the quality of the proposed accommodation which will need to be carefully considered to ensure the competing constraints (natural light, noise, air quality, overheating) are resolved holistically. Adhering to the previously approved layout for a hotel use is not necessarily the optimal use of the site for the proposed residential uses, and it is recommended that the applicant explore whether alternative layouts make better use of the land, including whether a reduction in car parking provision can be justified, as the amount of parking proposed affects the amount of buildable area and potential external amenity space.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible,

in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

Andrew Thornley
Principal Planning Officer
Major Applications Team
London Borough of Hillingdon

Planning Guarantee
For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined in a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

APPENDIX B: PTAL Assessment

You can click anywhere on the map to change the selected location.

PTAL output for Base Year

3

9 Nobel Dr, Harlington, Hayes UB3 5EY, UK
Easting: **509178**, Northing: **176945**

All public transport modes in London currently available:
National Rail, London Overground, Tube, DLR, Tram, Buses

WebCAT PTAL Report
==========
Site Details

Grid Cell: 62913

Easting: 509145
Northing: 176952

Report Date: 20/06/2024
Scenario: Base Year

Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8 kph
Bus Node Max Walk Access Time (mins): 8
Bus Reliability Factor: 2.0
LU Station Max Walk Access Time (mins): 12
LU Reliability Factor: 0.75
National Rail Station Max Walk Access Time (mins): 12
National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)		Frequency (vph)	Walk Time (mins)		
SWT (mins)	TAT (mins)	EDF	Weight	AI				
Bus	HARLINGTON CORNER	90	453.76	6	5.67	7	12.67	
2.37	0.5	1.18						
Bus	BATH ROAD NOBEL DRIVE	H98	346.19	7.5	4.33	6	10.33	
2.9	0.5	1.45						
Bus	BATH ROAD NOBEL DRIVE	111	346.19	7	4.33	6.29	10.61	
2.83	0.5	1.41						
Bus	BATH ROAD NOBEL DRIVE	81	346.19	5	4.33	8	12.33	
2.43	0.5	1.22						
Bus	BATH ROAD NOBEL DRIVE	222	346.19	7.5	4.33	6	10.33	
2.9	1	2.9						
Bus	BATH ROAD NOBEL DRIVE	105	346.19	6	4.33	7	11.33	
2.65	0.5	1.32						
Bus	HARLINGTON CORNER	285	396.87	6	4.96	7	11.96	
2.51	0.5	1.25						
Bus	HARLINGTON CORNER	140	396.87	8.5	4.96	5.53	10.49	
2.86	0.5	1.43						
Bus	HARLINGTON CORNER	423	396.87	3	4.96	12	16.96	
1.77	0.5	0.88						
Bus	HATTON RD NTH/N PERIM RD	X26	553.95	2	6.92	17		
23.92	1.25	0.5	0.63					

Total Grid Cell AI: 13.69
PTAL: 3

APPENDIX C: Census Car Ownership Data Review

QS701EW - Method of travel to work

population	usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	lsoa2011:E01002443 : Hillingdon 032A	%	msoa2011:E02000525 : Hillingdon 032		gor:London	
		820		**4,108**		**3,796,218**
All categories: Method of travel to v	1,208		6,387		6,117,482	
Work mainly at or from home	28		108		202,679	
Underground, metro, light rail, tram	66	8.0%	237	**5.8%**	902,263	23.8%
Train	21	2.6%	185	**4.5%**	532,720	14.0%
Bus, minibus or coach	288	35.1%	1,420	**34.6%**	561,605	14.8%
Taxi	3	0.4%	8	**0.2%**	20,314	0.5%
Motorcycle, scooter or moped	4	0.5%	34	**0.8%**	45,976	1.2%
Driving a car or van	356	43.4%	1,798	**43.8%**	1,120,826	29.5%
Passenger in a car or van	24	2.9%	119	**2.9%**	69,659	1.8%
Bicycle	7	0.9%	41	**1.0%**	161,705	4.3%
On foot	50	6.1%	246	**6.0%**	352,612	9.3%
Other method of travel to work	1	0.1%	20	**0.5%**	28,538	0.8%
Not in employment	360		2,171		2,118,585	

Map of E02000525 : Hillingdon 032

TS061 **Method Used to Travel to Work**
Date **2021**

	LSOA21CD: E01002443, NM: Hillingdon 032A	%	MSOA21CD: E02000525, NM: Hillingdon 032	
		857		3769
All Categories	*2046*		*10063*	
Work mainly at or from home	222		798	
Underground, metro, light rail, tram	48	6%	186	4.9%
Train	30	4%	140	3.7%
Bus, minibus or coach	333	39%	1279	33.9%
Taxi	7	1%	22	0.6%
Motorcycle, scooter or moped	4	0%	28	0.7%
Driving a car or van	337	**39%**	1629	**43.2%**
Passenger in a car or van	29	3%	125	3.3%
Bicycle	18	2%	55	1.5%
On foot	36	4%	221	5.9%
Other method of travel to work	15	2%	84	2.2%
Not in employment or aged 15 years and under	967		5496	

LSOA_2021_EW_BFE_V5

FID	2330
LSOA21CD	E01002443
LSOA21NM	Hillingdon 032A
Shape__Area	2,602,141.771
Shape__Length	10,159.634
GlobalID	e6236ade-4fe5-40ae-b773-e3662e4f7734

Zoom to

OBJECTID	MSOA21CD	MSOA21NM
496	E02000525	Hillingdon 032

QS416EW - Car or van availability

population	All households; All cars or vans				
units	Households				
area type	2011 super output areas - middle layer		2021 Middle Layer Output Area		
area name	E02000525 : Hillingdon 032		E02000525 - Harlington & Cranford Cross		
rural urban	Total				
Cars	**2011**		**2021**		
All categories: Car or van availability	3,142		3318		
No cars or vans in household	955	0.30	1039	0.31	
1 car or van in household	1,540	0.49	1433	0.43	
2 cars or vans in household	481	0.15	655	0.20	
3 cars or vans in household	121	0.04	191	0.06	
4 or more cars or vans in household	45	0.01	0	0.00	
sum of All cars or vans in the area	3,074				
		0.97		**1.00**	

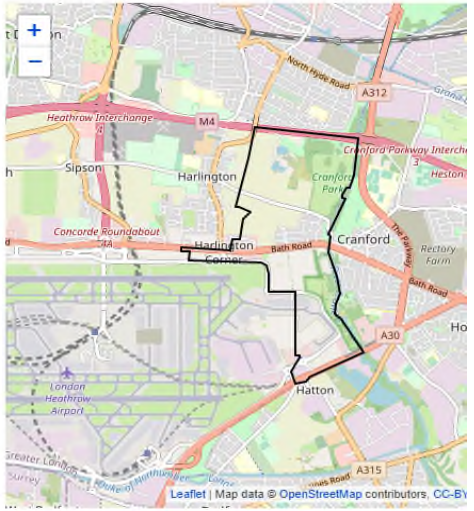
LC4416EW - Tenure by car or van availability by number of usual residents aged 17 or over in household

population	All households
units	Households
date	2011
area type	2011 super output areas - lower layer
area name	E01002443 : Hillingdon 032A
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Tenure	Owned or shared ownership (part owned and part rented)		Social rented		Private rented or living rent free	
All categories: Car or van availability	547	315		19		213	
No cars or vans in household	133	47	0.15	11	0.58	75	0.24
1 car or van in household	267	152	0.48	6	0.32	109	0.35
2 or more cars or vans in household	147	116	0.37	2	0.11	29	0.09
			1.22		**0.53**		**0.53**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Map of E01002443 : Hillingdon 032A



LC4416EW - Tenure by car or van availability by number of usual residents aged 17 or over in household

population	All households
units	Households
date	2011
area type	2011 super output areas - middle layer
area name	E02000525 : Hillingdon 032
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Tenure	Owned or shared ownership (part owned and part rented)		Social rented		Private rented or living rent free	
All categories: Car or van availability	3,142	1,552		602		988	
No cars or vans in household	955	275	18%	266	44%	414	42%
1 car or van in household	1,540	792	51%	283	47%	465	47%
2 or more cars or vans in household	647	485	31%	53	9%	109	11%
		1,277	**1.14**		**0.65**		**0.69**
		0.82					

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Map of E02000525 : Hillingdon 032

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 25 January 2023]

population	All households
units	Persons
date	2011
area type	2011 super output areas - lower layer
area name	E01002443 : Hillingdon 032A
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type		77% House or bungalow		23% Flat, maisonette or apartment	
All categories: Car or van availability	547		419		128	
No cars or vans in household	133	0.24	83	0.20	50	0.39
1 car or van in household	267	0.49	197	0.47	70	0.55
2 or more cars or vans in household	147	0.27	139	0.33	8	0.06
	414	**1.03**		**1.13**	86	**0.67**
	0.76				8	

Cells in this dataset have been randomly adjusted to avoid the release of confidential data.

Map of E02000525 : Hillingdon 032

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 25 January 2023]

population	All households
units	Persons
date	2011
area type	2011 super output areas - middle layer
area name	E02000525 : Hillingdon 032
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type		62% House or bungalow		38% Flat, maisonette or apartment	
All categories: Car or van availability	3,142		1,962		1,180	
No cars or vans in household	955	0.30	467	0.24	488	0.41
1 car or van in household	1,540	0.49	966	0.49	574	0.49
2 or more cars or vans in household	647	0.21	529	0.27	118	0.10
	2,187	**0.90**		**1.03**		**0.69**
	0.70					

Cells in this dataset have been randomly adjusted to avoid the release of confidential data.

Map of E01002443 : Hillingdon 032A

APPENDIX D: Parking Stress Survey Data


OBTRADA

Methodology

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home, generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday).

Additional survey times for all developments

Additional survey times may be necessary where the development site:

- Is a town centre location
- Has regular specific uses close to the site (eg. place of worship, education etc)
- Has commercial uses close to the site
- Is close to railway stations/areas of commuter parking

In the above circumstances, developers should contact the Case Officer for further advice regarding thescope of the parking survey.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays, and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the resultsof the survey.

Extent of survey

All roads within 200m (or 500m for commercial uses) walking distance of the site. Note this area is ***not*** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

People searching for a parking space are unlikely to stop halfway along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road. Surveys will be assessed based on practical driving routes so advanced confirmation that the extent of a survey is acceptable should be sought.

The following areas should be excluded from surveys:

- If the site is in a CPZ, any parking bays in an adjoining CPZ
- Any CPZ bays within the survey area where the site itself does not fall into a CPZ
- Private roads and housing estate roads
- Places where drivers are unlikely to park, for example:
  - Locations where parking is restricted due to the width of the road or waiting restrictions are in place.
  - Areas that may present highway or personal safety issues, or difficulty in accessing the parking, such as on a major road, in areas with poor surveillance, etc.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area, then amendments may be required or a recommendation for refusal made accordingly.

Required Information

The following information should be included with the survey results, to be submitted to the Council:

- The date and time of the surveys.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. places of worship, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc.).
- All areas excluded from the survey with an explanation why they have been excluded.
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc. should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Methodology

Areas Not in A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, bike hangars etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number.

Example 1: a road has a lot of driveways that restrict the amount of kerb space available for on-street parking. The length of kerb between the first two driveways may measure 8m. This would only provide 1 parking bay (8/5=1.6=1). The distance to the next driveway may be 12m which would provide 2 spaces (12/5=2.4=2) This calculation would have to be done for every length of road between every driveway.
To provide the total amount of kerb space available for on-street parking.

Example 2: a road has a series of kerb build-outs. The distance between the first two measures 47m in length which would provide 9 parking bays (47/5=9.4=9). The capacity of each separate section of road between build-outs must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation. A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

Project Details

Address: **Status Park, Nobel Drive, UB3 5EY**

Survey Dates and Times: **04.06.24 (00:30) and 05.06.24 (00:45)**
Prior to services commencing

- Satellite mapping of the location is to be viewed to understand the extent of the survey.
- Plans and drawings for conducting the services must be completed
- Risk assessment to be formulated.

Additional Notes:

- Additional car parks to be surveyed.
- Pictures to be supplied with plates redacted.

Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

Survey Observations

Date: **04.06.24**

Road Name:

Nobel Drive - None
Car Park 1 - Closed
Car Park 2 - In Use
Car Park 3 - In Use - Removal of 2x EV Parking Bays, changed to Visitor Parking.
Car Park 4 - Closed

Date: **05.06.24**

Road Name:

Nobel Drive - None
Car Park 1 - Closed
Car Park 2 - In Use
Car Park 3 - In Use - Removal of 2x EV Parking Bays, changed to Visitor Parking.
Car Park 4 - Closed

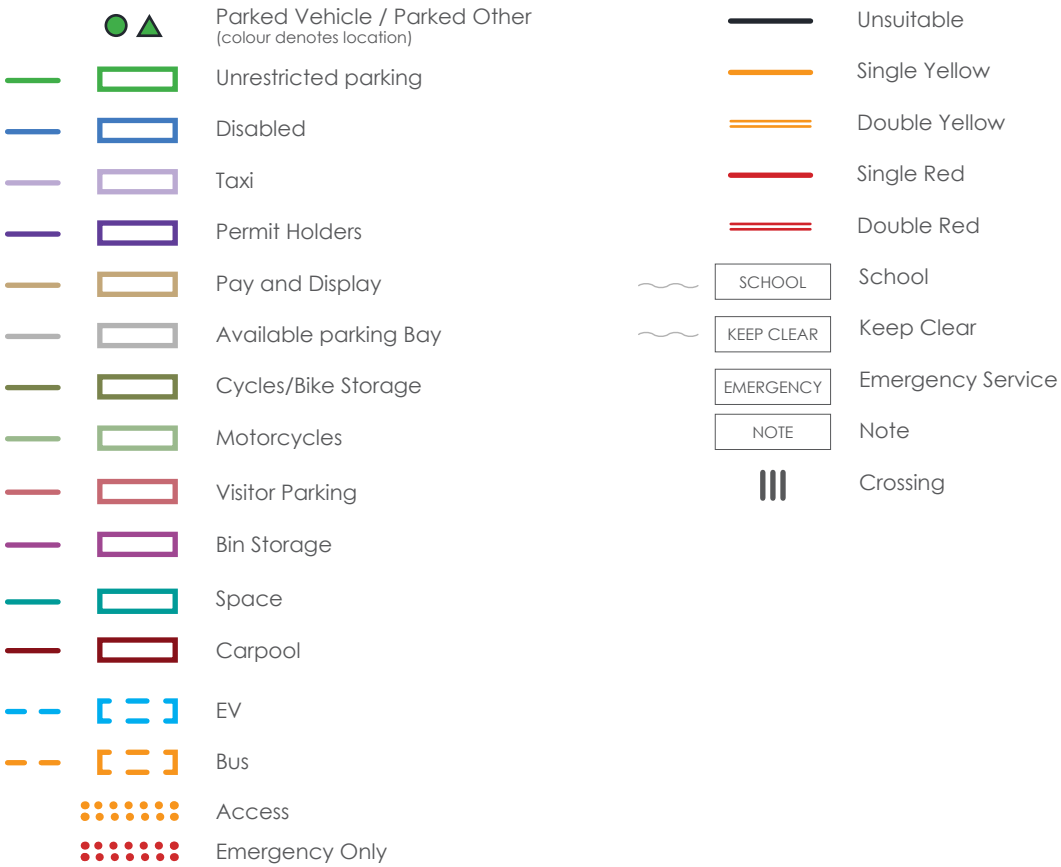
OBTRADA

Survey Extent

Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

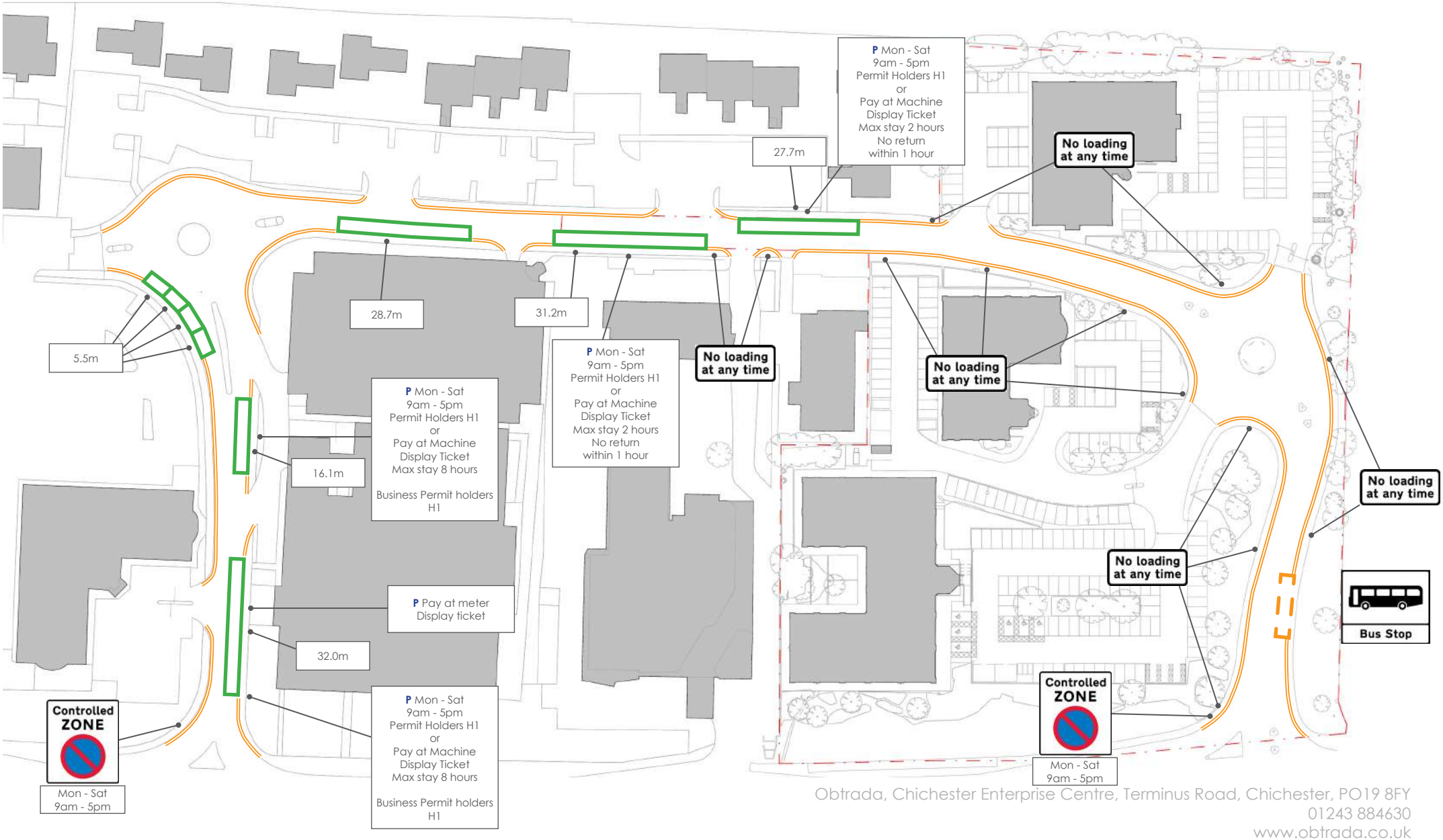
Legend



Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

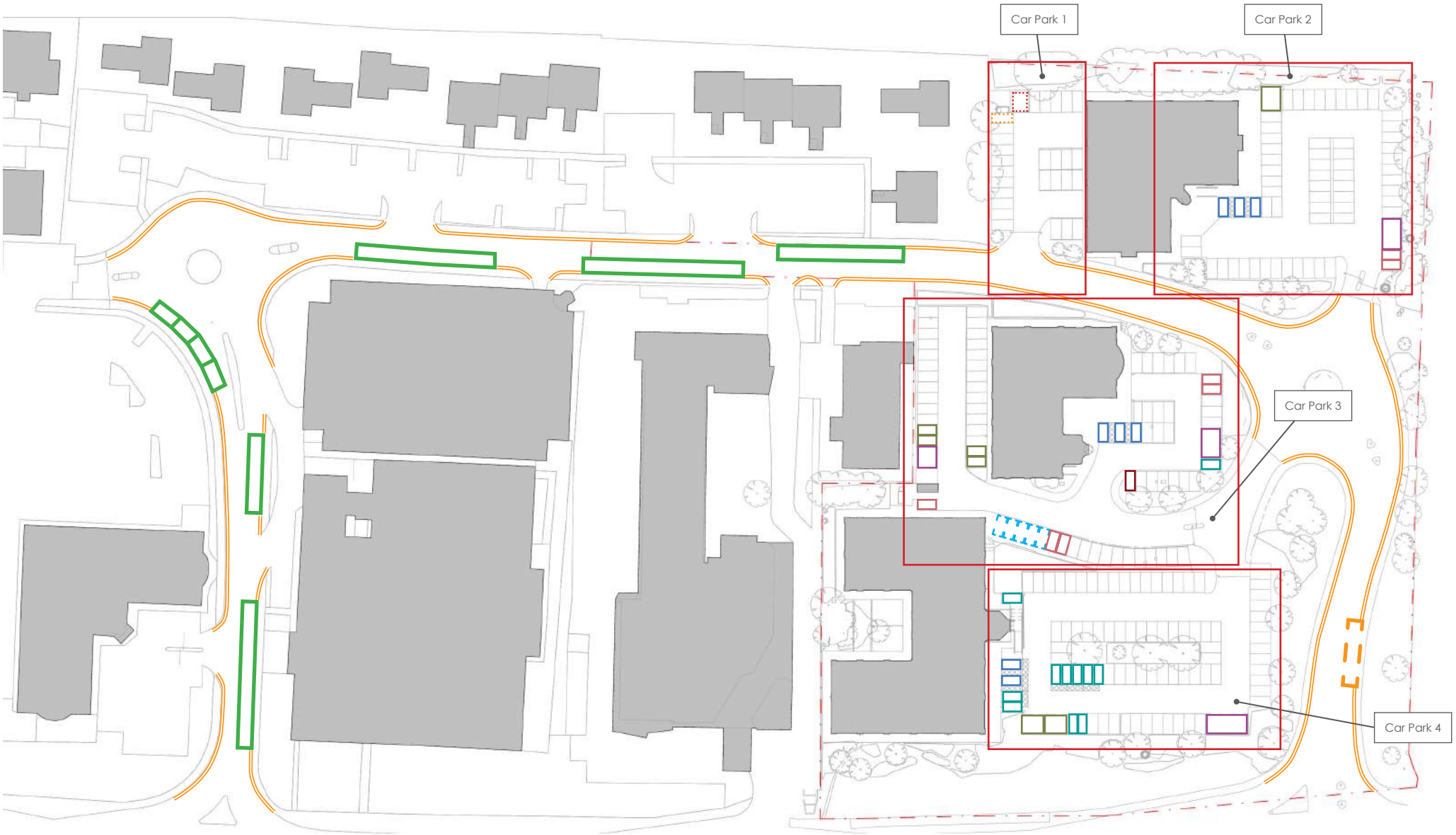
Survey measurements, markings and notes



Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

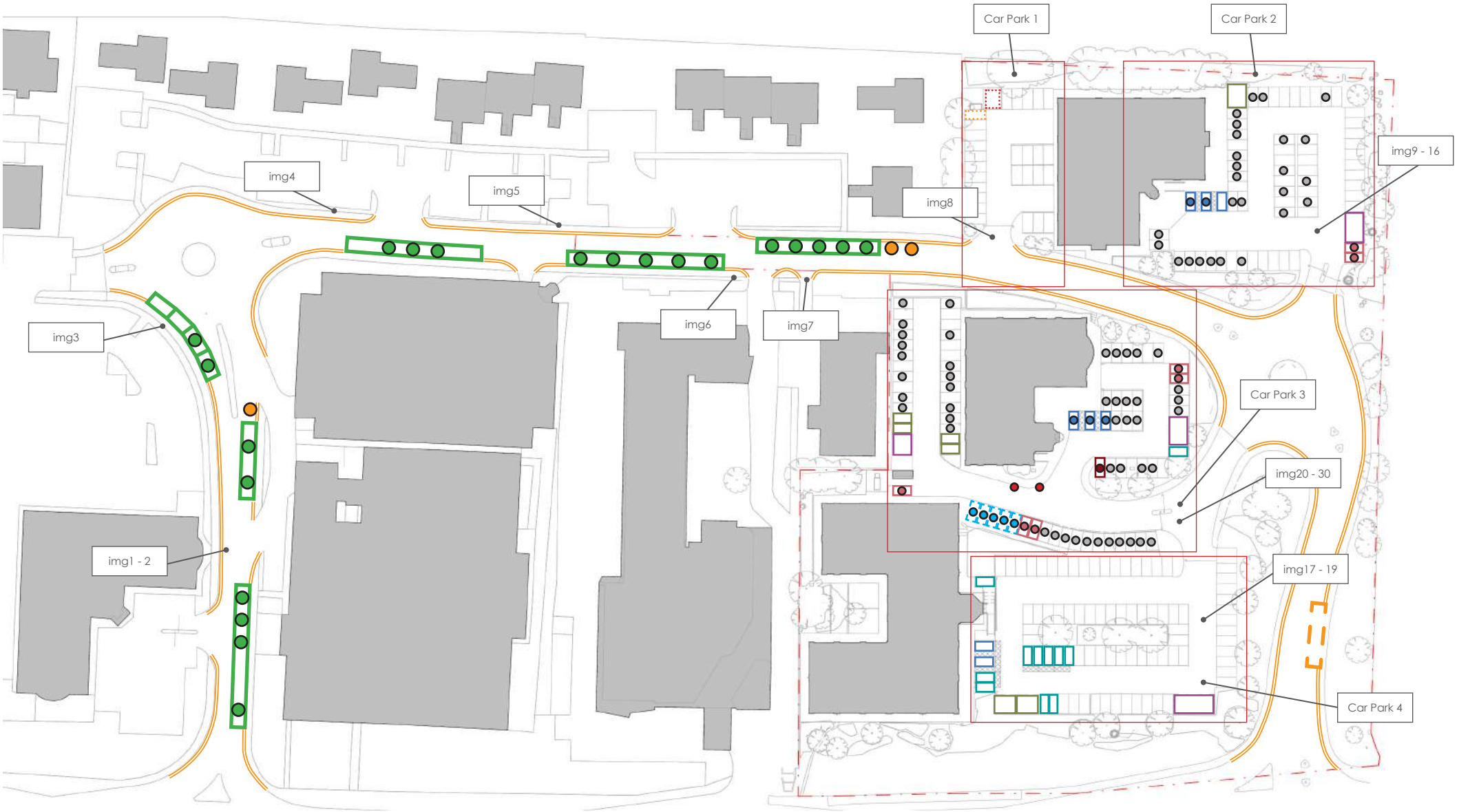
Survey measurements, markings and notes



Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

Parking Results | Nobel Drive, Car Parks 1, 2, 3 & 4 | 04/06/24 00:30 am



Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

Parking Results

04/06/24 00:30 am

0454 - Status Park, Nobel Drive, UB3 5EY
04/06/2024
00:30

	Available Parking						Car Parks															Total Legal Parking			Restriction					Other		Total Parking Stress		
	Unrestricted			Other Parking			Disabled			Visitor Parking			EV Parking			Carpool			General Spaces											Double Yellow	Double Red			
Location	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Legal Parking	Unsuitable	Opposite Junction	At a Crossing	Turning Area	Bus Stop	Parked	Parked	Parked	Spaces	Total Parking Stress
Nobel Drive	21	29	157.7																			21	29	72%						3		24	29	83%
Car Park 1																				26		0	26	0%								0	26	0%
Car Park 2							2	3		2	2								26	59		30	64	47%								30	64	47%
Car Park 3							3	3		5	5		5	5		1	1		46	58		60	72	83%	2							62	72	86%
Car Park 4								2												81		0	83	0%								0	83	0%
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
TOTALS	21	29	157.7	0	0	0	5	8	0	7	7	0	5	5	0	1	1	0	72	224	0	111	274	40.5%	2	0	0	0	0	3	0	116	274	42.3%

Kerb length for each section details the total meterage of parking.
For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.
The kerb length of parking on a given road may not represent the total number of spaces. For example a section of unrestricted parking may be measured at 4.5m and another section measured at 5.5m totaling 10m in this scenario there is only 1 available space.

Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

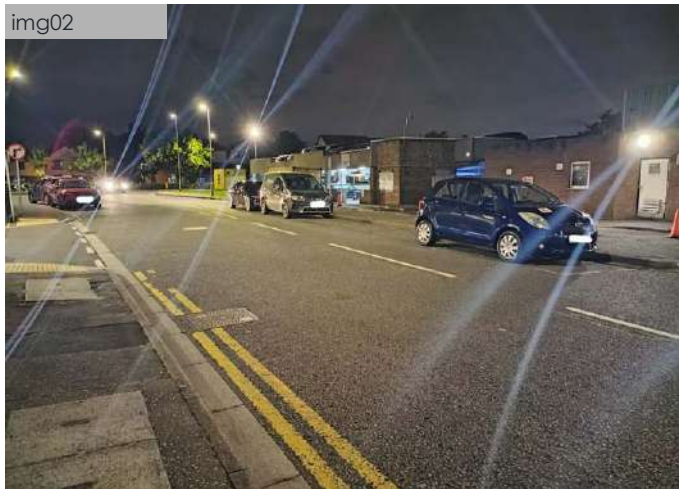
OBTRADA

Image Ref

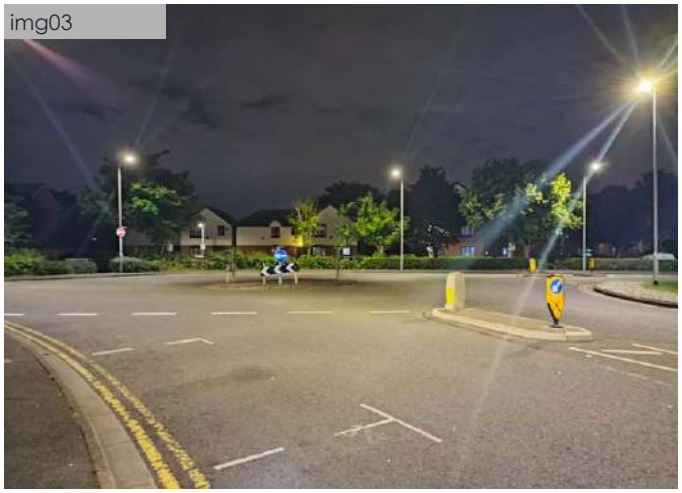
04/06/24 00:30 am

img01

img02

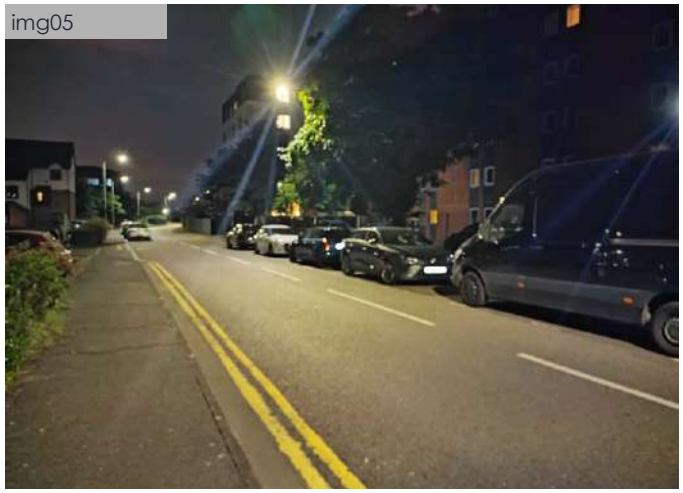


img03

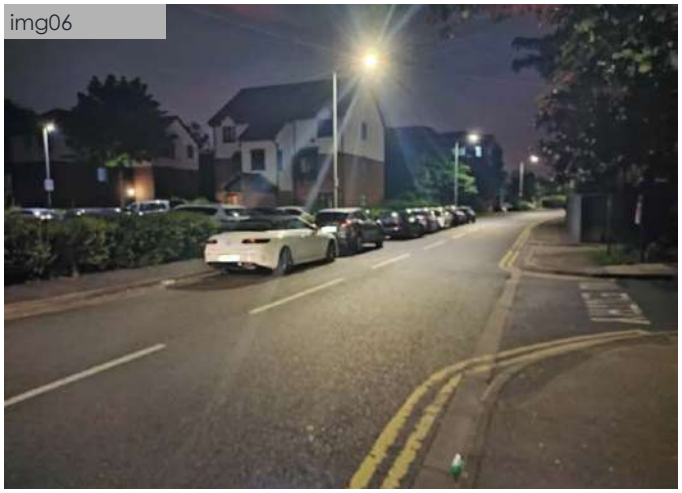


img04

img05



img06



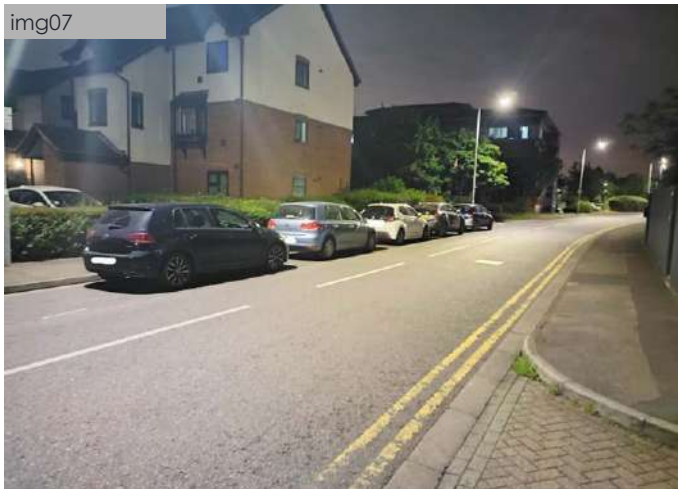
Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

Image Ref

04/06/24 00:30 am

img07

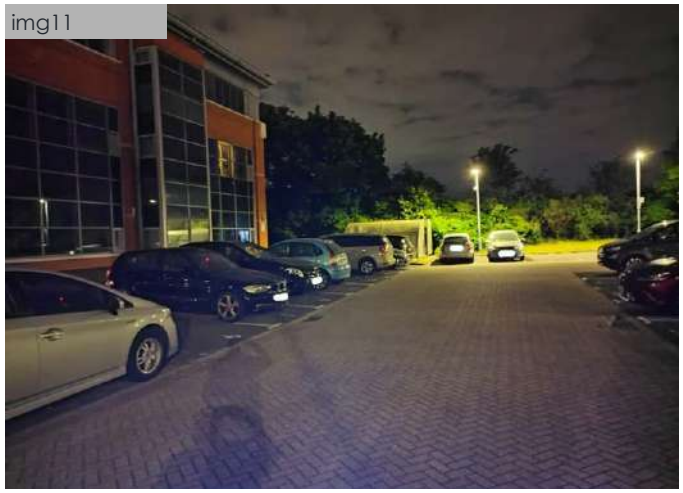


img08

img09

img10

img11



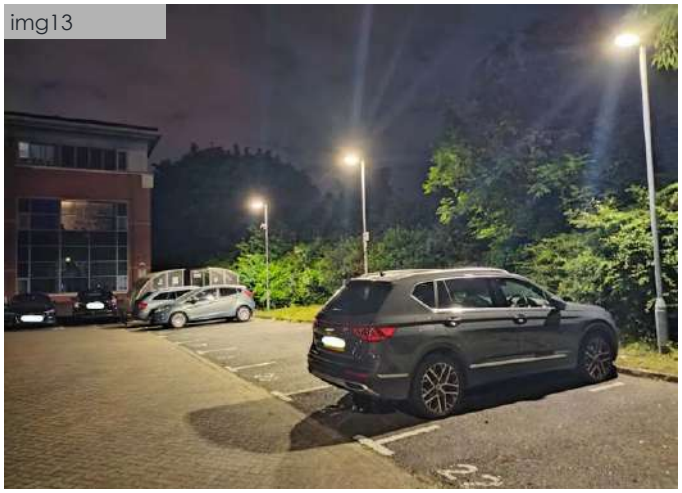
img12

Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

Image Ref

04/06/24 00:30 am

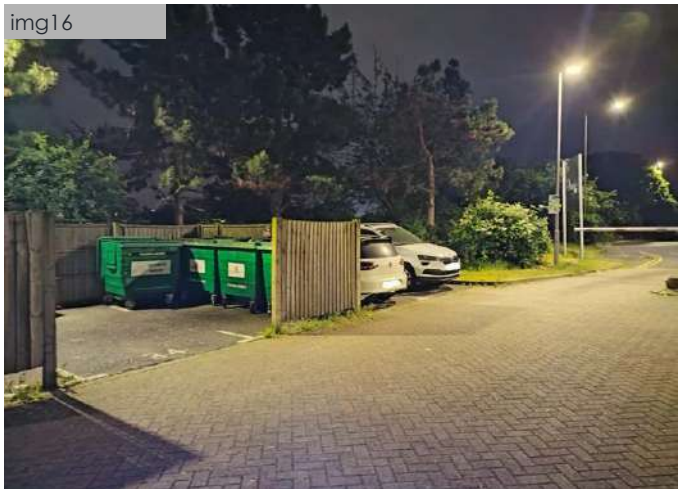
img13



img14

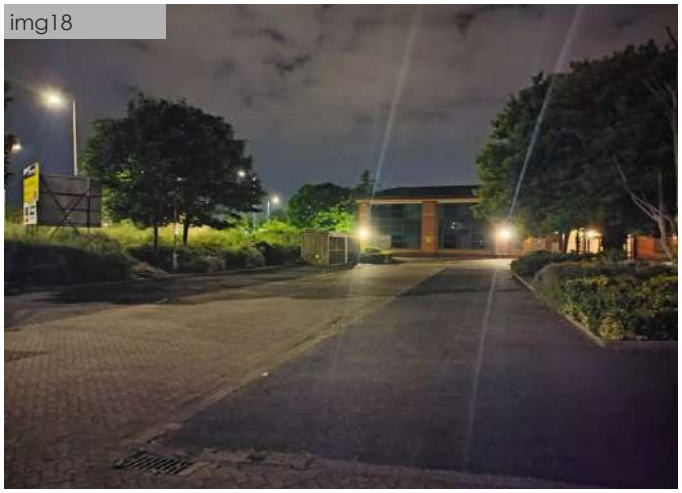
img15

img16



img17

img18



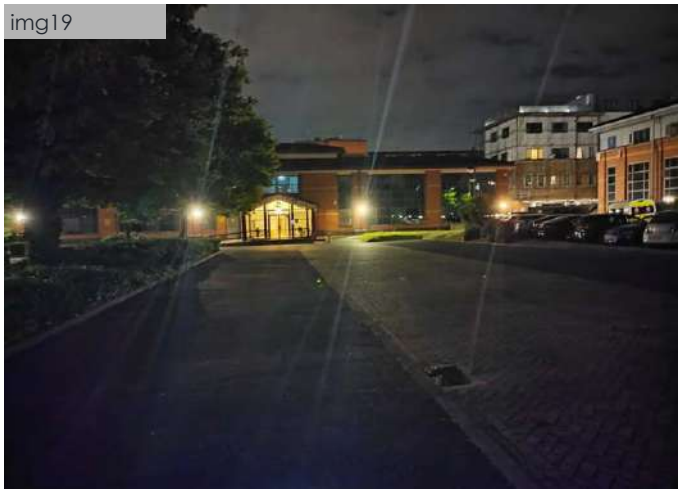
Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

Image Ref

04/06/24 00:30 am

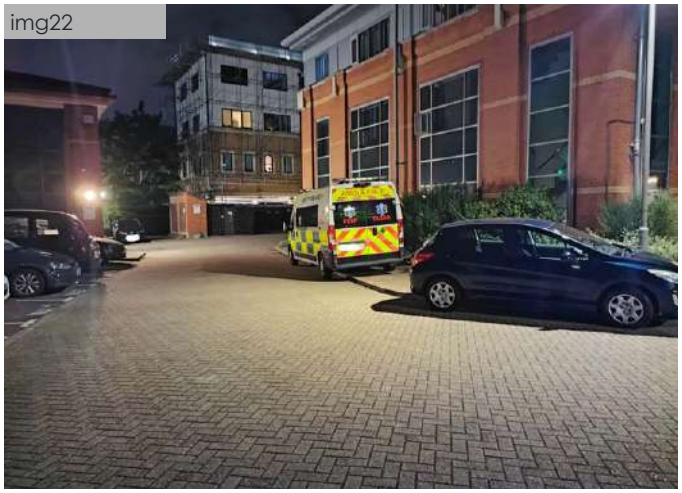
img19



img20

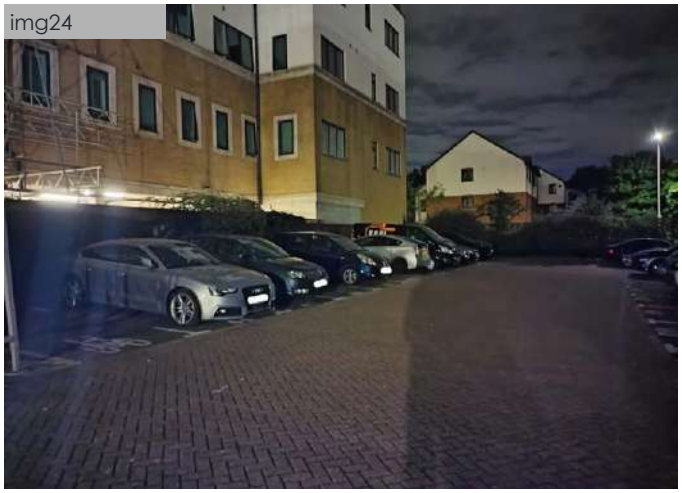
img21

img22



img23

img24



Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

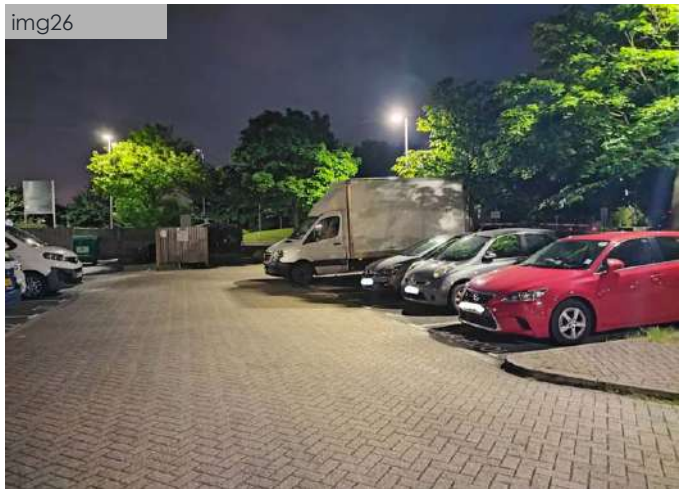
OBTRADA

Image Ref

04/06/24 00:30 am

img25

img26



img27

img28

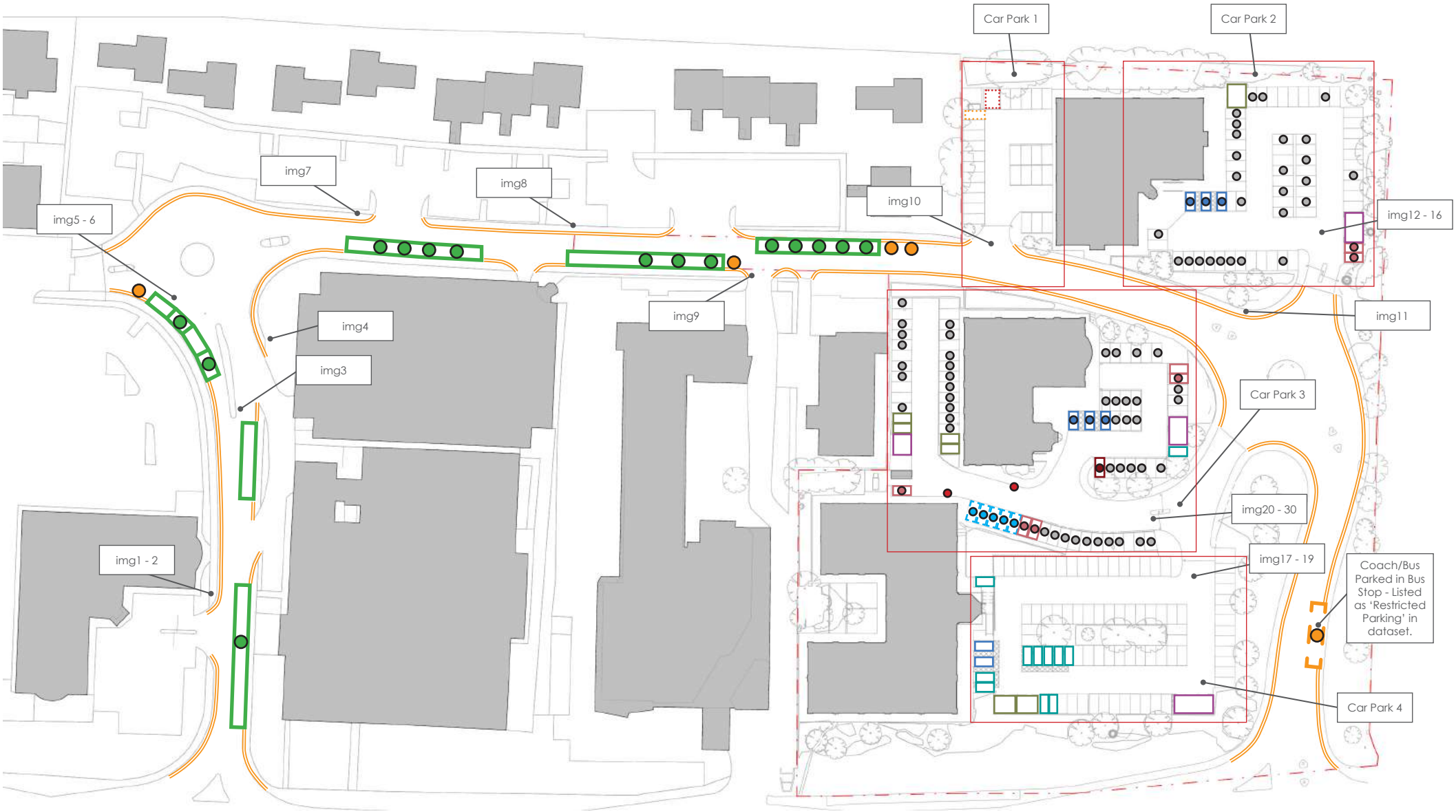
img29

img30

Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

Parking Results | Nobel Drive, Car Parks 1, 2, 3 & 4 | 05/06/24 00:45 am



Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

Parking Results

05/06/24 00:45 am

0454 - Status Park, Nobel Drive, UB3 5EY
05/06/2024
00:45

	Available Parking						Car Parks															Total Legal Parking			Restriction					Other		Total Parking Stress		
	Unrestricted			Other Parking			Disabled			Visitor Parking			EV Parking			Carpool			General Sapces											Double Yellow	Double Red			
Location	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Legal Parking	Unsuitable	Opposite Junction	At a Crossing	Turning Area	Bus Stop	Parked	Parked	Parked	Spaces	Total Parking Stress
Nobel Drive	15	29	157.7																			15	29	52%					1	4		20	29	69%
Car Park 1																				26		0	26	0%								0	26	0%
Car Park 2							3	3		2	2								27	59		32	64	50%								32	64	50%
Car Park 3							3	3		4	5		5	5		1	1		45	58		58	72	81%	2							60	72	83%
Car Park 4								2												81		0	83	0%								0	83	0%
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
TOTALS	15	29	157.7	0	0	0	6	8	0	6	7	0	5	5	0	1	1	0	72	224	0	105	274	38.3%	2	0	0	0	1	4	0	112	274	40.9%

Kerb length for each section details the total meterage of parking.
For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.
The kerb length of parking on a given road may not represent the total number of spaces. For example a section of unrestricted parking may be measured at 4.5m and another section measured at 5.5m totaling 10m in this scenario there is only 1 available space.

Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

Image Ref

05/06/24 00:45 am

img01

img02

img03

img04

img05

img06

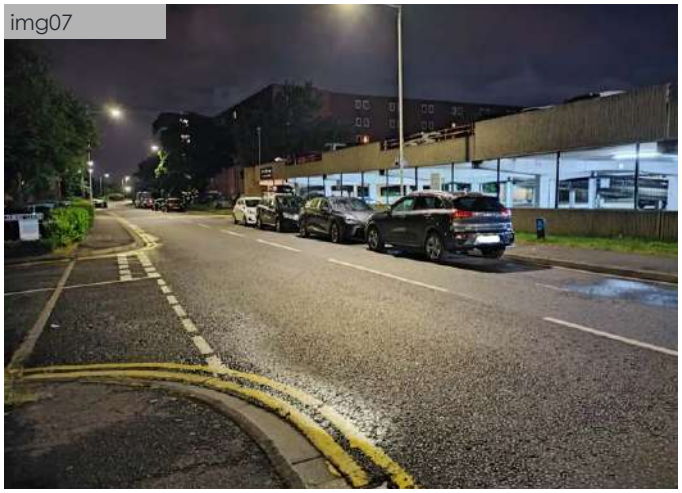
Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

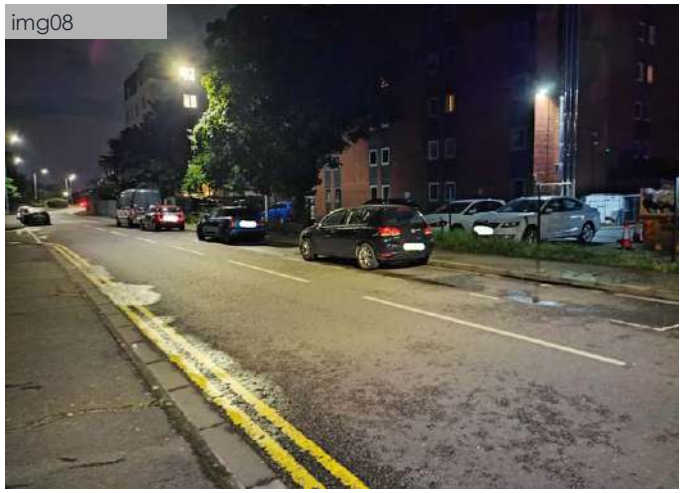
Image Ref

05/06/24 00:45 am

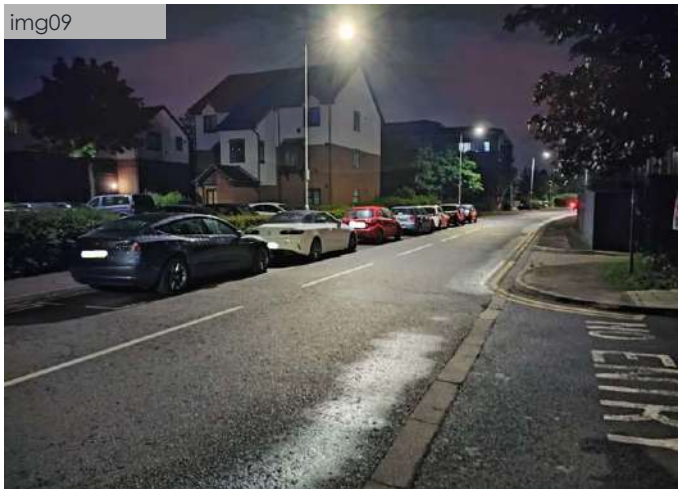
img07



img08



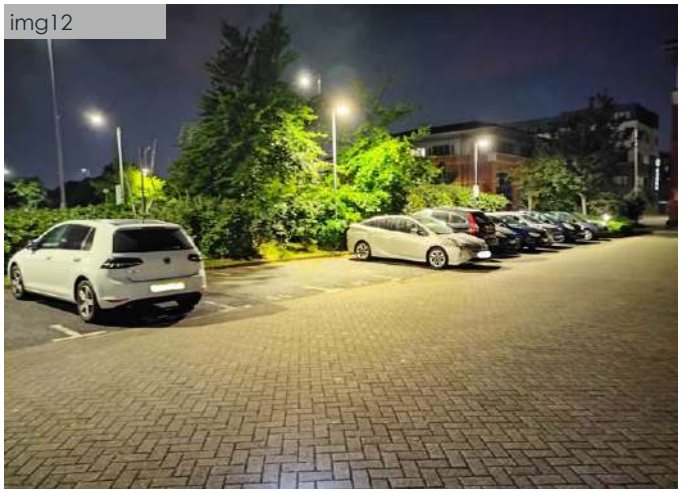
img09



img10

img11

img12



Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

Image Ref

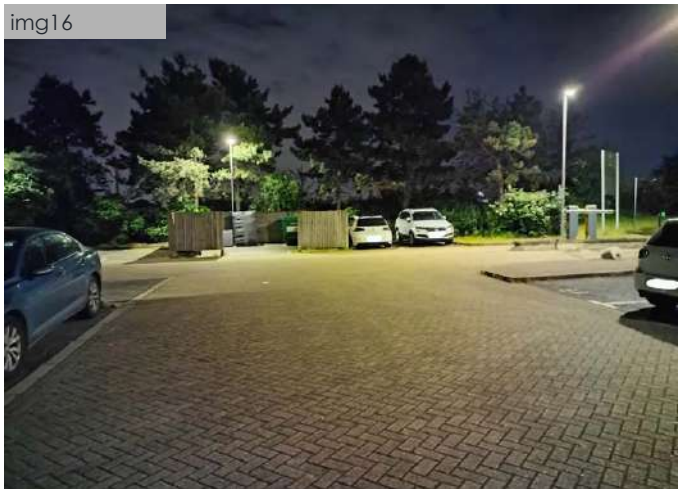
05/06/24 00:45 am

img13

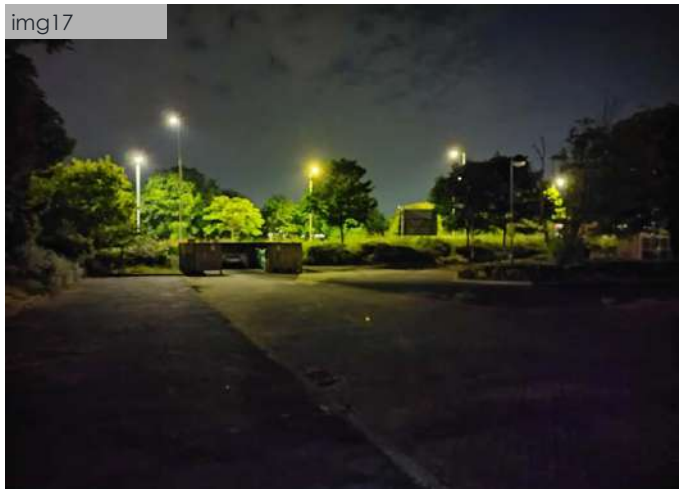
img14

img15

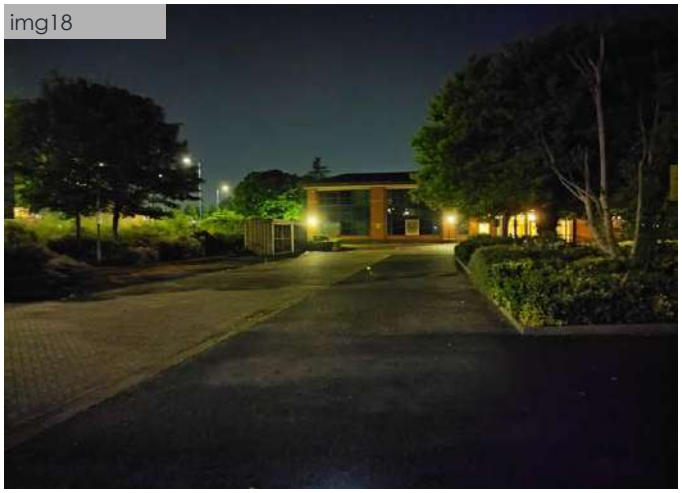
img16



img17



img18



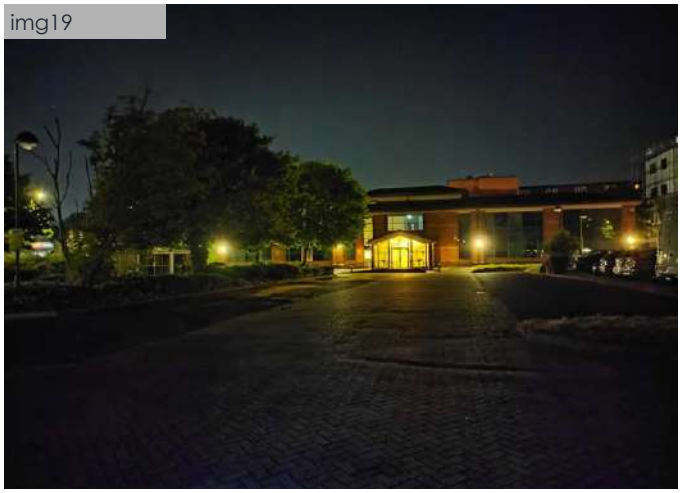
Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

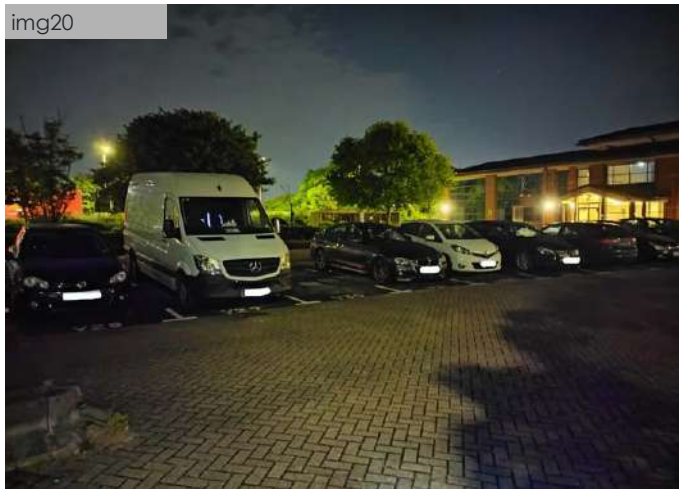
Image Ref

05/06/24 00:45 am

img19



img20

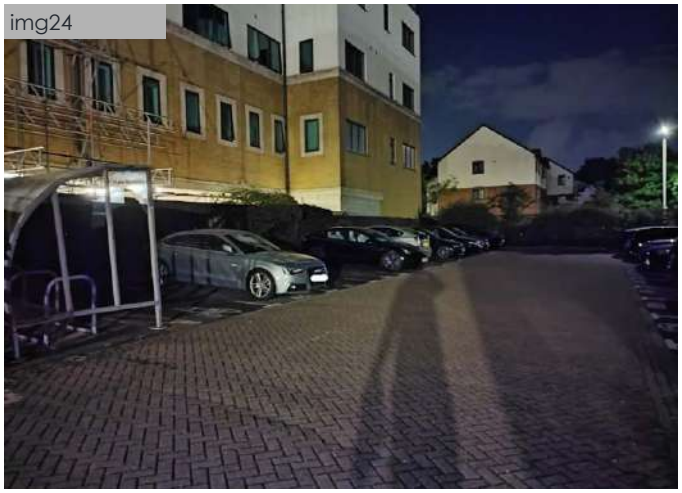


img21

img22

img23

img24



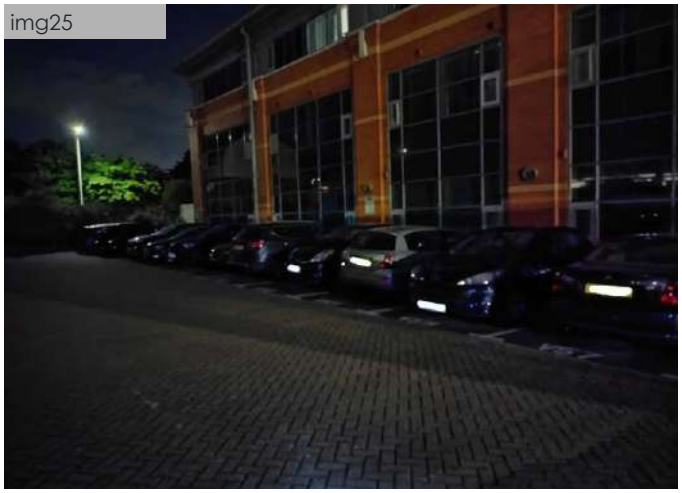
Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

OBTRADA

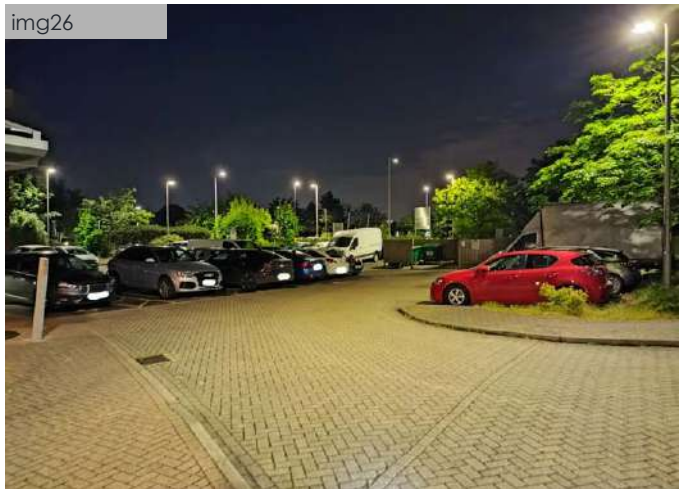
Image Ref

05/06/24 00:45 am

img25



img26



img27

img28

img29

img30

Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

APPENDIX E: Site Layout Plans

01 Proposed Ground Floor Plan
Scale 1:100

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING WORK OF ANY KIND.
NO DIMENSIONS TO BE SCALED FROM THIS DRAWING.

REV.	DATE	REVISION
P1	06.09.23	General scheme revisions: reduced massing, revised materials and facade treatment, additional info on M4 (3) units
P2	28.05.24	Planning refusal response
P3	06.06.24	Minor adjustments

Drawing Legend

	1B 2P	2 no.
	2B 3P	1 no.
	2B 4P	2 no.
	3B 4P	1 no.
	3B 5P	1 no.
	Total	7 Units

PLANNING

Osel architecture

PROJECT:
STATUS PARK

CLIENT:
MBH HEATHROW LTD.

DRAWING:
PROPOSED PLAN
GROUND FLOOR

DRAWING No.: E21-038/PRP00G
REV: P3

SCALE: 1:100@A1 AND 1:200@A3
DRAWN: DW DATE: 28.05.24
CHECKED: TM DATE:

G.04 | The Record Hall | 16-16A Baldwin's Gardens | London | EC1N 7RJ
Tel: 020 7224 2447
E-mail: admin@oselarch.co.uk Web: www.oselarchitecture.co.uk

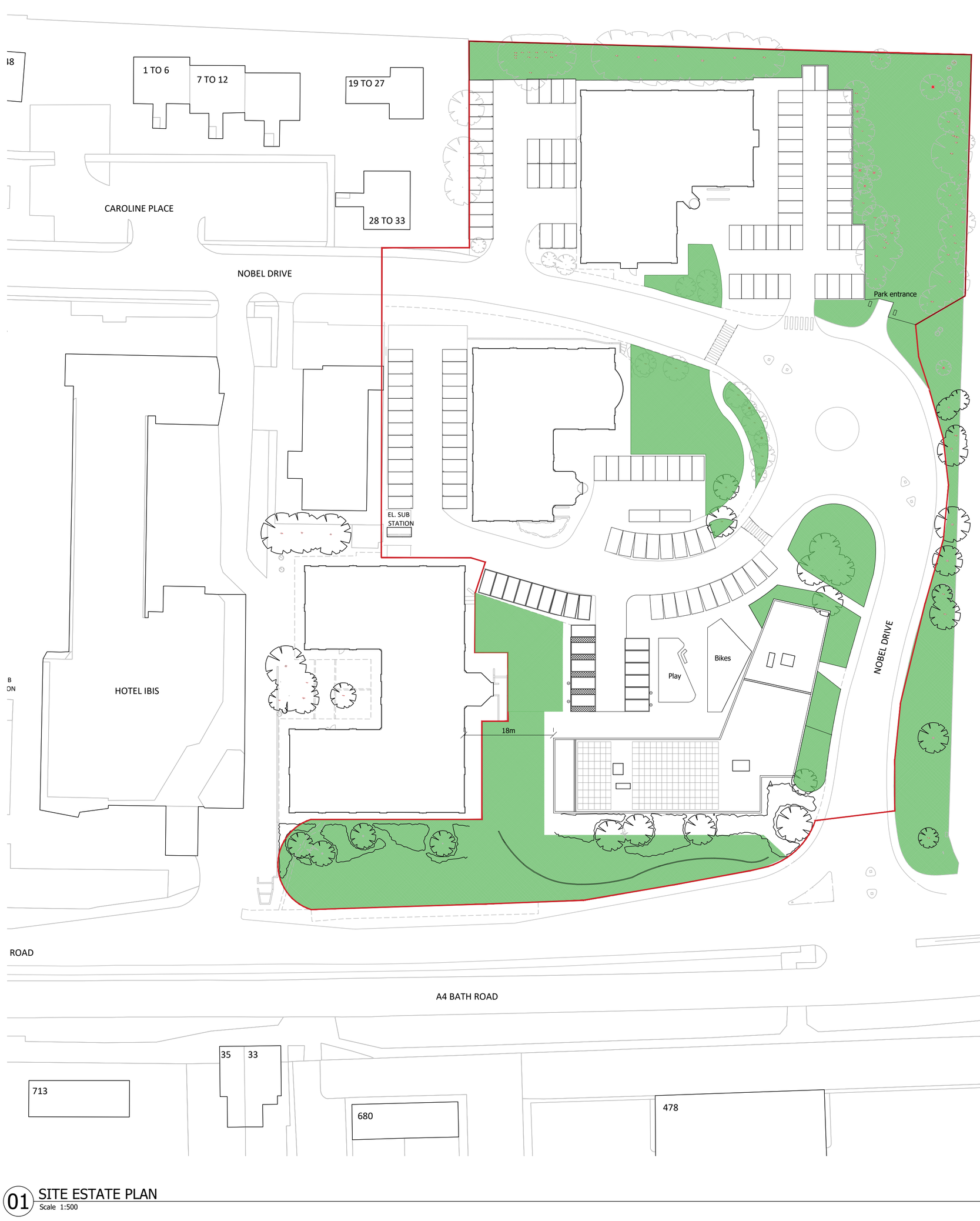
SCALE 1:500
SCALE 1:1

0m 5m 10m 20m 30m 40m 50m
0m 10mm 20mm 40mm 60mm 80mm 100mm

N

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING WORK OF ANY KIND.
NO DIMENSIONS TO BE SCALED FROM THIS DRAWING.

REV.	DATE	REVISION
B	06.10.23	Response to planning comments
C	28.05.24	Planning refusal response



Key

Soft landscaping/ Usable amenity space.
For detail refer to Landscape proposal

PLANNING

01 SITE ESTATE PLAN
Scale 1:500

Osel architecture

PROJECT:
STATUS PARK
BATH ROAD
HEATHROW

CLIENT:
BMR HEATHROW

DRAWING:
ESTATE MASTER PLAN

DRAWING No.: E21-038/SIT100
REV: C

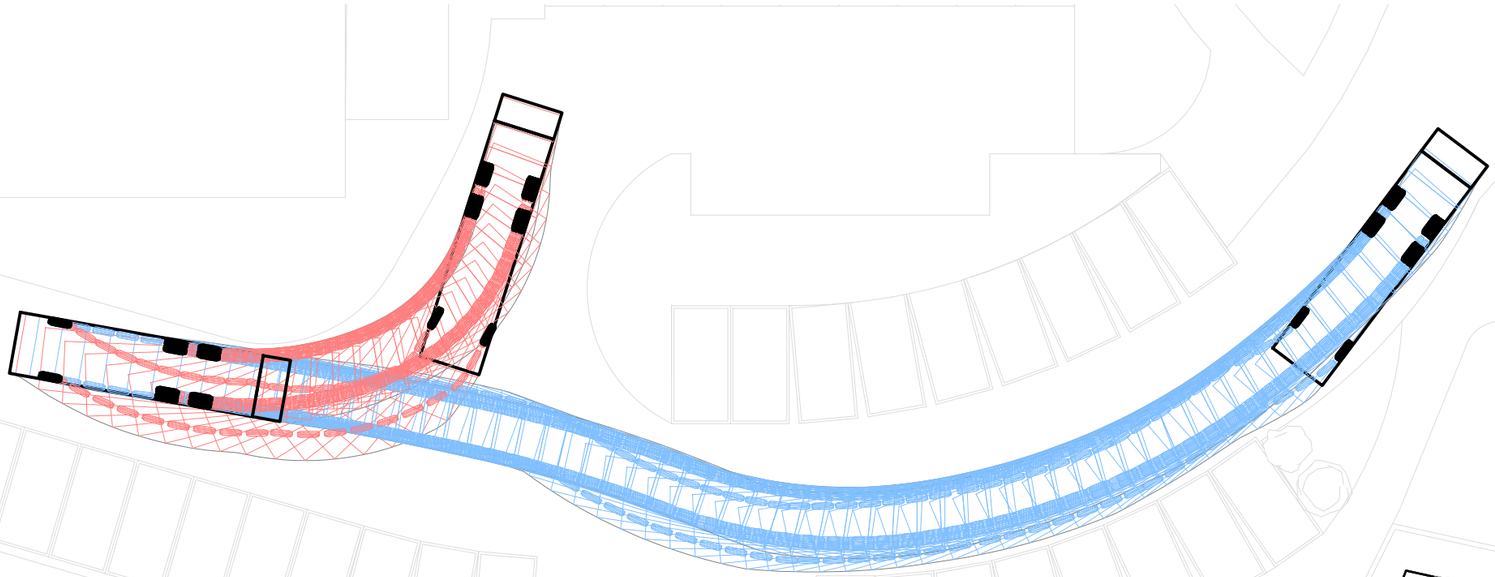
SCALE: 1:500@A1

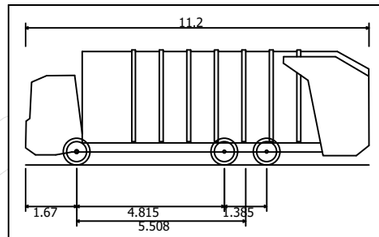
DRAWN: WTM DATE: 12/12/2022

CHECKED: DATE:

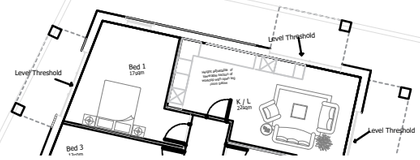
G.04 | The Record Hall | 16-16A Baldwin's Gardens | London | EC1N 7RJ
Tel: 020 7224 2447
E-mail: admin@oselarch.co.uk Web: www.oselarchitecture.co.uk

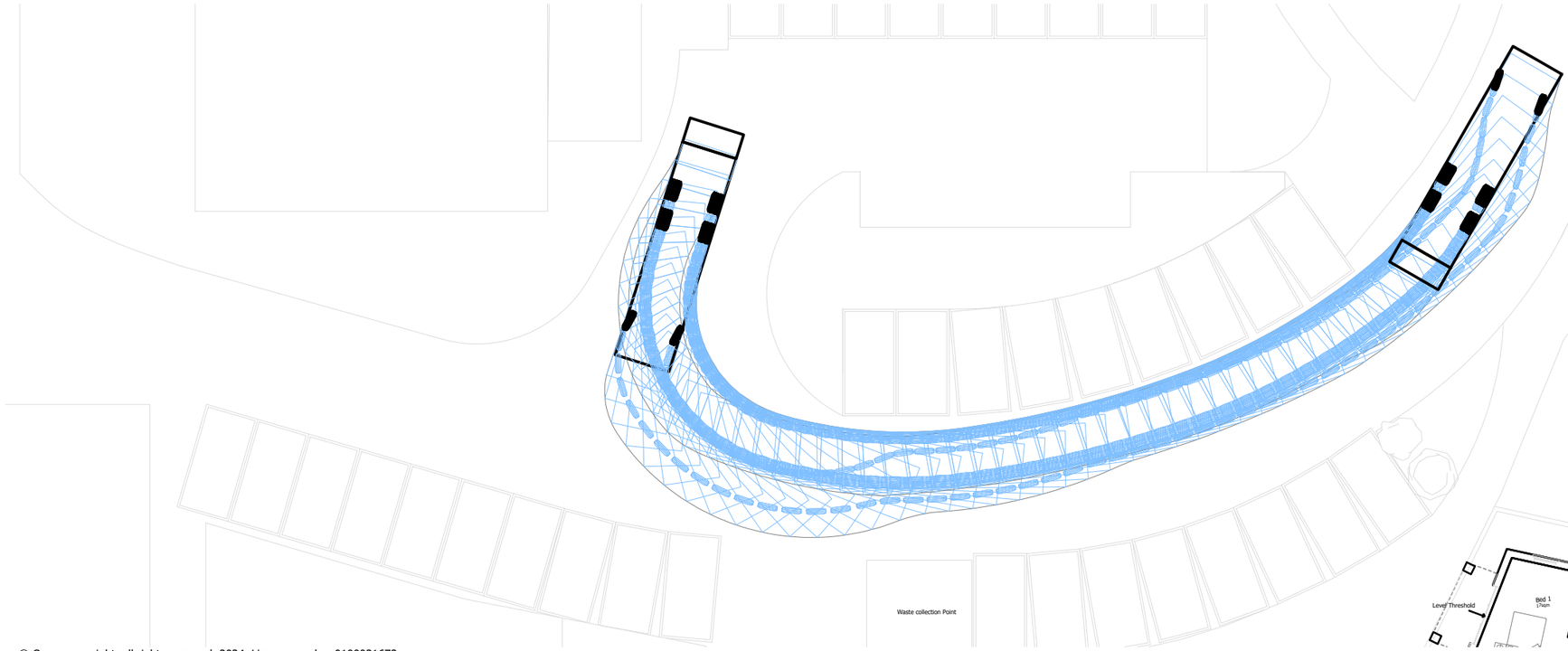
APPENDIX F: Vehicle Tracking Drawings

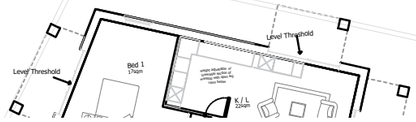




Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m







Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
NBH HEATHROW LTD

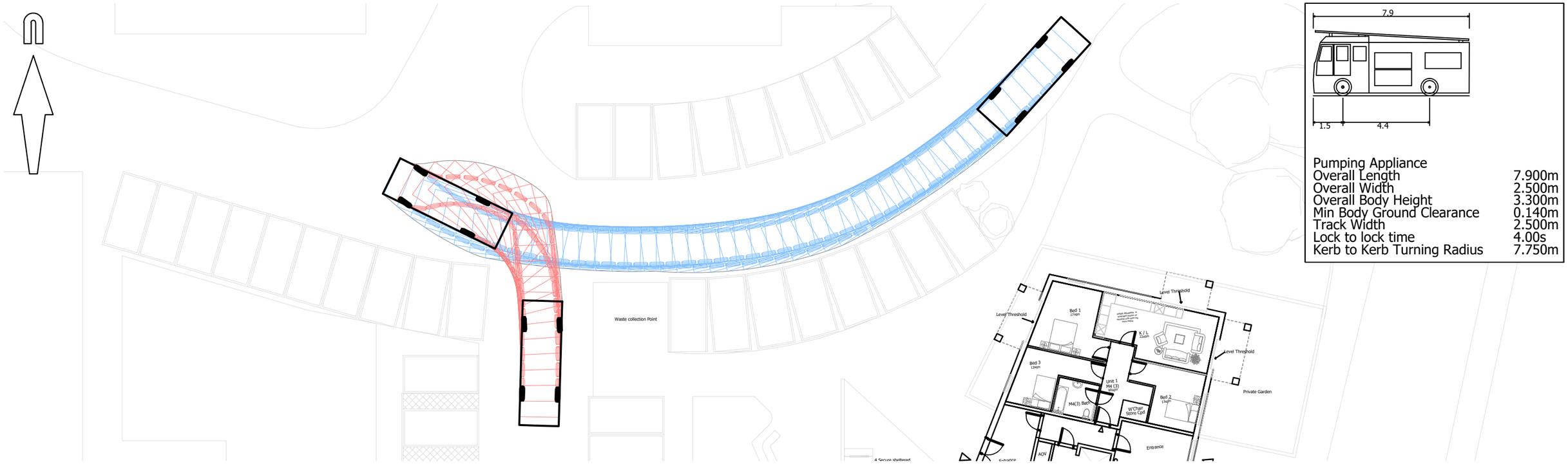
project
LAND AT STATUS PARK, NOBLE DRIVE, HARLINGTON

title
SWEPT PATH ANALYSIS
11.2M REFUSE VEHICLE ENTERING/EXITING SITE

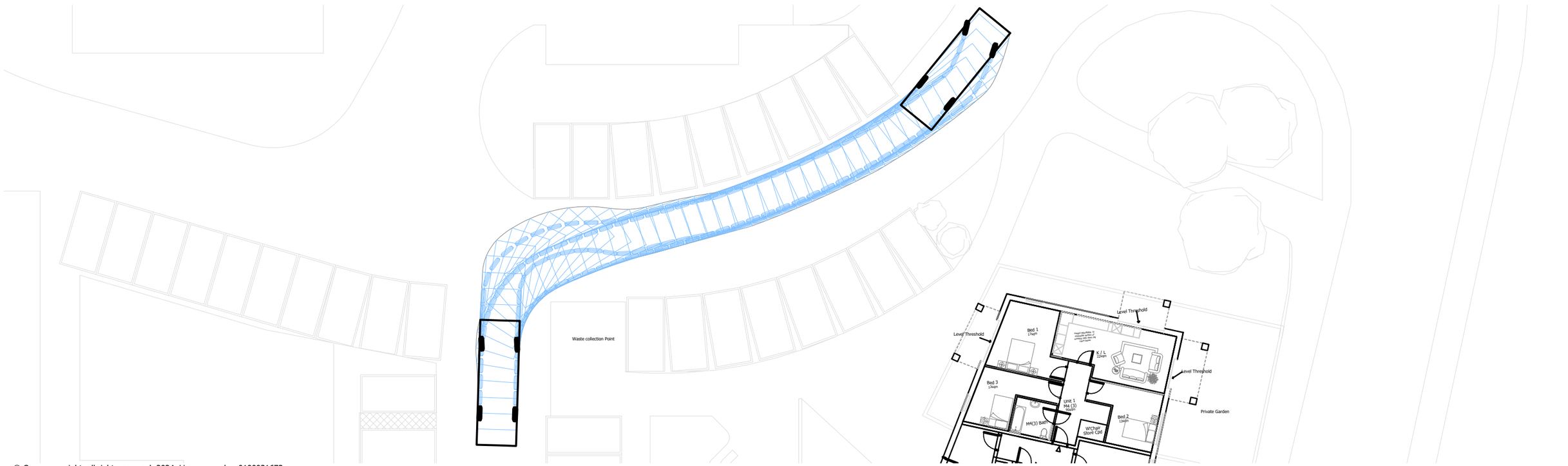
scale	drawn by	checked by
1:250 @ A3	JME	JG

date	cad file	suitability	rev.
JUNE 2024	MASTER 2024-06-12		P1

drawing number
CBSTATUSPARK.1/TK11



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



mayer brown

Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
NBH HEATHROW LTD

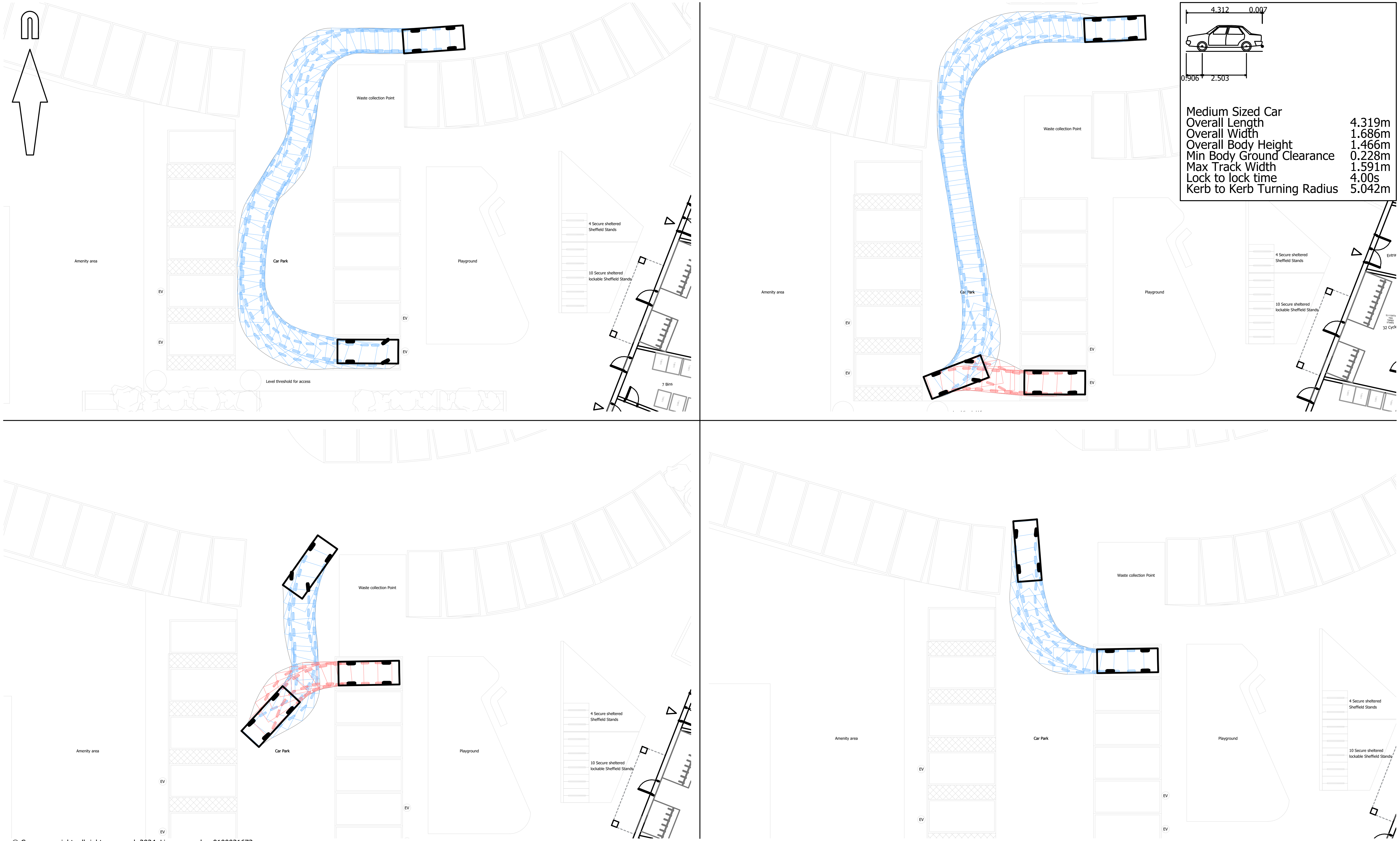
project
LAND AT STATUS PARK, NOBLE DRIVE, HARLINGTON

title
SWEPT PATH ANALYSIS
FIRE TENDER ENTERING/EXITING SITE

scale	drawn by	checked by
1:250 @ A3	JME	JG

date	cad file	suitability	rev.
JUNE 2024	MASTER 2024-06-12		P1

drawing number
CBSTATUSPARK.1/TK12



mayer brown

Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
NBH HEATHROW LTD

project
LAND AT STATUS PARK, NOBLE DRIVE, HARLINGTON

title
SWEPT PATH ANALYSIS
MEDIUM CAR USING PARKING BAYS

scale	drawn by	checked by	
1:250 @ A3	JME	CS	
date	**cad file**	**suitability**	**rev.**
JUNE 2024	MASTER 2024-06-12		P1

drawing number
CBSTATUSPARK.1/TK13

APPENDIX G: Trip Generation Calculations

Proposed Residential **51** **Units**

		ARRIVALS	ARRIVALS	DEPARTURES	DEPARTURE	TOTALS	TOTALS
		Trip	Trips	Trip	Trips	Trip	Trips
Vehicle	Time Range	Rate		Rate		Rate	
	08:00-09:00	0.049	2	0.166	8	0.2015	10
	17:00-18:00	0.119	6	0.056	3	0.175	9
	Daily	0.801	41	0.841	43	1.642	84
	Daily	0.801	41	0.841	43	1.642	84
Person	08:00-09:00	0.128	7	0.627	32	0.755	39
	17:00-18:00	0.373	19	0.17	9	0.543	28
	Daily	2.484	127	2.704	138	5.188	265

Consented Hotel **140** **Beds**

		ARRIVALS	ARRIVALS	DEPARTURES	DEPARTURES	TOTALS	TOTALS
		Trip	Trips	Trip	Trips	Trip	Trips
Vehicle	Time Range	Rate		Rate		Rate	
	08:00-09:00	0.057	8	0.103	14	0.16	22
	17:00-18:00	0.046	6	0.05	7	0.096	13
	Daily	0.659	92	0.742	104	1.401	196
	Daily	0.659	92	0.742	104	1.401	196
Person	08:00-09:00	0.127	18	0.239	33	0.366	51
	17:00-18:00	0.221	31	0.199	28	0.42	59
	Daily	2.092	293	2.706	379	4.798	672

Net Change

		ARRIVALS	DEPARTURES	TOTALS
		Trips	Trips	Trips
Vehicle	Time Range			
	08:00-09:00	-5	-6	-12
	17:00-18:00	0	-4	-5
	Daily	-51	-61	-112
	Daily	-51	-61	-112
Person	08:00-09:00	-11	-1	-13
	17:00-18:00	-12	-19	-31
	Daily	-166	-241	-407

Table 5.2: Prior Approval Residential Scheme Vehicle and Person Trip Generation

Mode	Time Period	Trip Rates			Trip Generation		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Vehicles	08:00-09:00	0.049	0.166	0.2015	2	8	10
	17:00-18:00	0.119	0.056	0.175	5	3	8
	Daily	0.801	0.841	1.642	37	39	76
Persons	08:00-09:00	0.128	0.627	0.755	6	29	35
	17:00-18:00	0.373	0.170	0.543	17	8	25
	Daily	2.484	2.704	5.188	114	124	239

Table 5.4: Proposed Hotel Trip Generation (140 Bedrooms)

Mode	Time Period	Trip Rates			Trip Generation		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Vehicles	08:00-09:00	0.057	0.103	0.16	8	14	22
	17:00-18:00	0.046	0.05	0.096	6	7	13
	Daily	0.659	0.742	1.401	92	104	196
Persons	08:00-09:00	0.127	0.239	0.366	18	56	74
	17:00-18:00	0.221	0.199	0.42	31	28	59
	Daily	2.092	2.706	4.798	293	379	672